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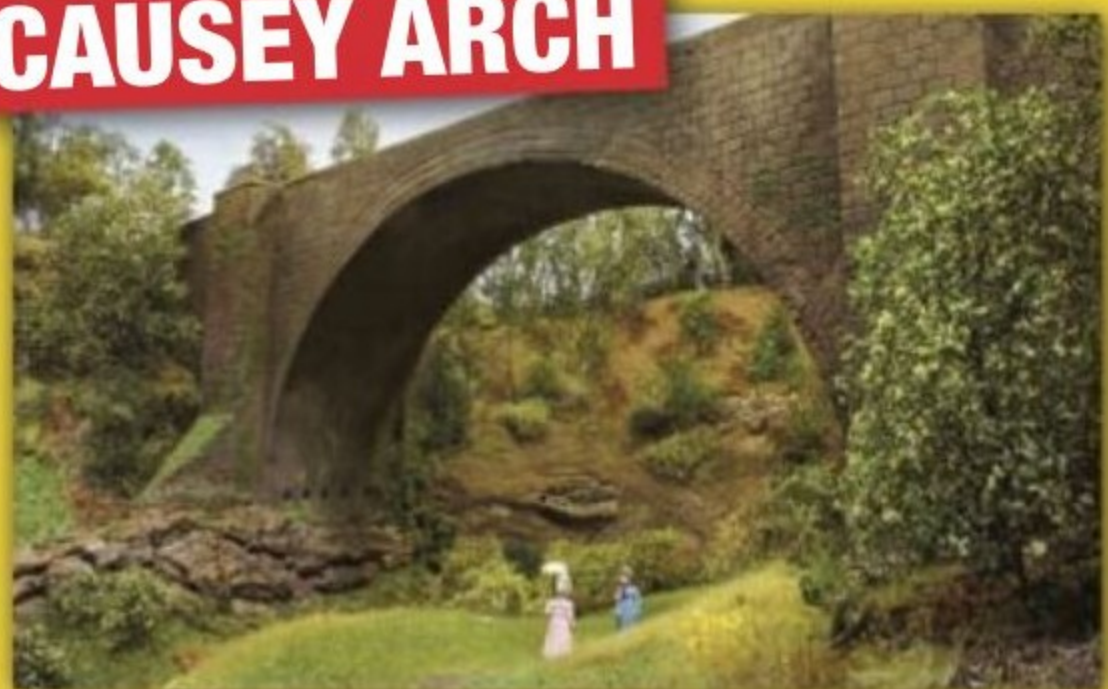
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TRACTION



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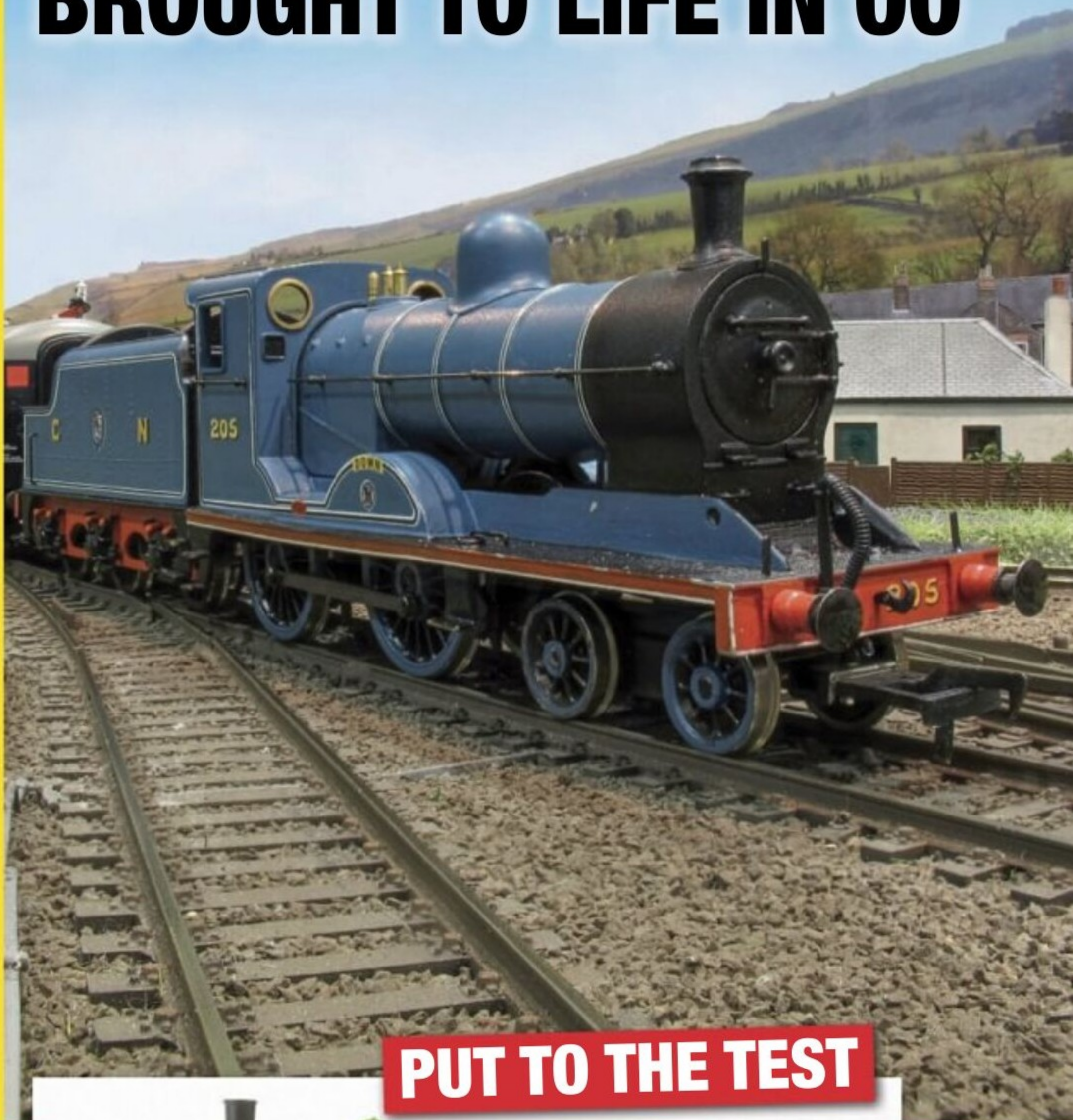
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BRM

JULY 2026

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chassis,
bogies and
body



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GWR/BR Parcels Railcar No.34..... £550.00
GWR 1361 Early black chassis..... £525.00
GWR/BR 1361 Late black chassis..... £525.00
LY/LMS/BR Pug black..... £450.00
LNER/BR J39 0-6-0 black..... £815.00
GWR/BR 8750 Pannier black chassis . £525.00

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L&Y/LMS/BR Pug 0-4-0T..... from £525.00
GWR/BR 1361 0-6-0ST..... from £695.00
GWR/BR 8750 Pannier tank..... from £695.00
GWR/BR Razor Edge railcar..... £835.00
GWR/BR Parcels railcar..... £810.00
LNER/BR J39 0-6-0..... £950.00

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GL14 LNER / BR Q4 TINY 0-8-0..... £450.00
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GL23 LMS/BR BRITISH LEGION..... £525.00
GL24 LMS/BR ORIGINAL PATRIOT..... £525.00
GL28 LMS/BR 2P 4-4-0..... £400.00
GL31 LMS / BR Stanier Lemon 0-4-4T..... £375.00
GL36 LBSC/SR/BR H2 ATLANTIC..... £525.00
GL44 LNW/LMS /BR COAL TANK 0-6-2..... £325.00
GL48 LNW/LMS Ramsbottom Crane 0-4-2T..... £315.00
GL50 LNER/BR 2-8-8-2 GARRATT..... £775.00
GL57 LNER / BR L1 2-6-4..... £400.00
GL58 LNER / BR B1 4-6-0..... £500.00
GL59 LNER / BR K1 2-6-0..... £475.00
GTR62 SR/BR Urie King Arthur..... £575.00
GL70 SR / BR SCHOOLS 4-4-0..... £525.00
GL76 SLMS/ BR Hughes Crab 2-6-0..... £595.00
GL78 Fowler 4PT (Limo Cab)..... £425.00
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FT5 LNER D17/1 & D17/2 4-4-0..... £400.00
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TOWER COLLECTION LOCO KITS

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TC6 LMS/BR Sir William Stanier..... £695.00
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7C030 GWR/BR 6 wheel Siphon Dia 05/06..... £99.75
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7C021P SR/BR Bogie Van..... £157.00
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W604 GWR 4 plank open..... £50.00
W605 GWR Steel Open..... £50.00
W606 GWR 10 ton Van..... £62.50
W607 BR 16 ton Mineral wagon..... £62.50
W608 BR 27 ton Iron Ore wagon..... £61.25
W609 BR 20 ton Pig Iron wagon..... £61.25

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SLE790BH Double Slip..... £148.00
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SL11 12 insulated railjoiners..... £5.00
SL740BH Buffer stop..... £4.60
TP1 Long Track pins (15mm)..... £3.50
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STU750BH R/H Setrack Point..... £66.75
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PL19 Microswitch Housing (2)..... £6.95
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PS18 LMS Meat Van..... £50.45
PS19 LNER / BR Plate Wagon..... £58.25
PS20 LMS / LNER / BR Double Bolster..... £58.25
PS21 BR Trestle Wagon..... £58.25
PS22 LNER / LMS Riveted Plate Wagon..... £58.25
PS23 GWR/BR 13 ton open wagon..... £50.45
PS24 GWR/BR 12 ton unfitted van..... £50.45
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PS29 GWR/BR Fruit van..... £50.45
PS30 BR 16 ton mineral wagon..... £50.45
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PS46 LNER/BR 12 ton fruit van..... £50.45
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PS100 SR/BR Banana van..... £50.45
PS101 SR/BR Meat van..... £50.45
PS104 BR 21 ton coal hopper..... £50.45
PS107 SR/BR Cattle truck..... £50.45
PS108 LNER / BR Riveted 21T Hopper..... £50.45
PS109 LNER / BR Horse Box..... £71.50
PS110 SR / BR Insulated Van..... £50.45
PS112 GWR/BR Gunpowder van..... £50.45
PS114 LMS/BR Banana van..... £50.45
PS115 LNER/BR Brake Van..... £58.25
PS116 LNER / BR 13T Hopper..... £52.25

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INSPIRING LAYOUTS



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The idyllic location of Donaghadee has been expertly portrayed by Gordon Hunt, who overcame key challenges to bring it to life.



92 Rhinefield Junction (N)

This lifelong railway fan and newcomer to modelling used his first layout build as an ideal testbed to learn new skills.



36 Andrews Yard (O)

This O gauge scene gave Stephen Landucci more than he imagined, including a new love for exhibitions.



108 The Causey Arch (OO)

Built to celebrate a 300-year-old bridge, this atmospheric diorama winds the clock back to 1750, complete with horse-drawn wagons.

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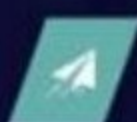


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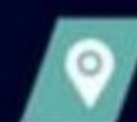


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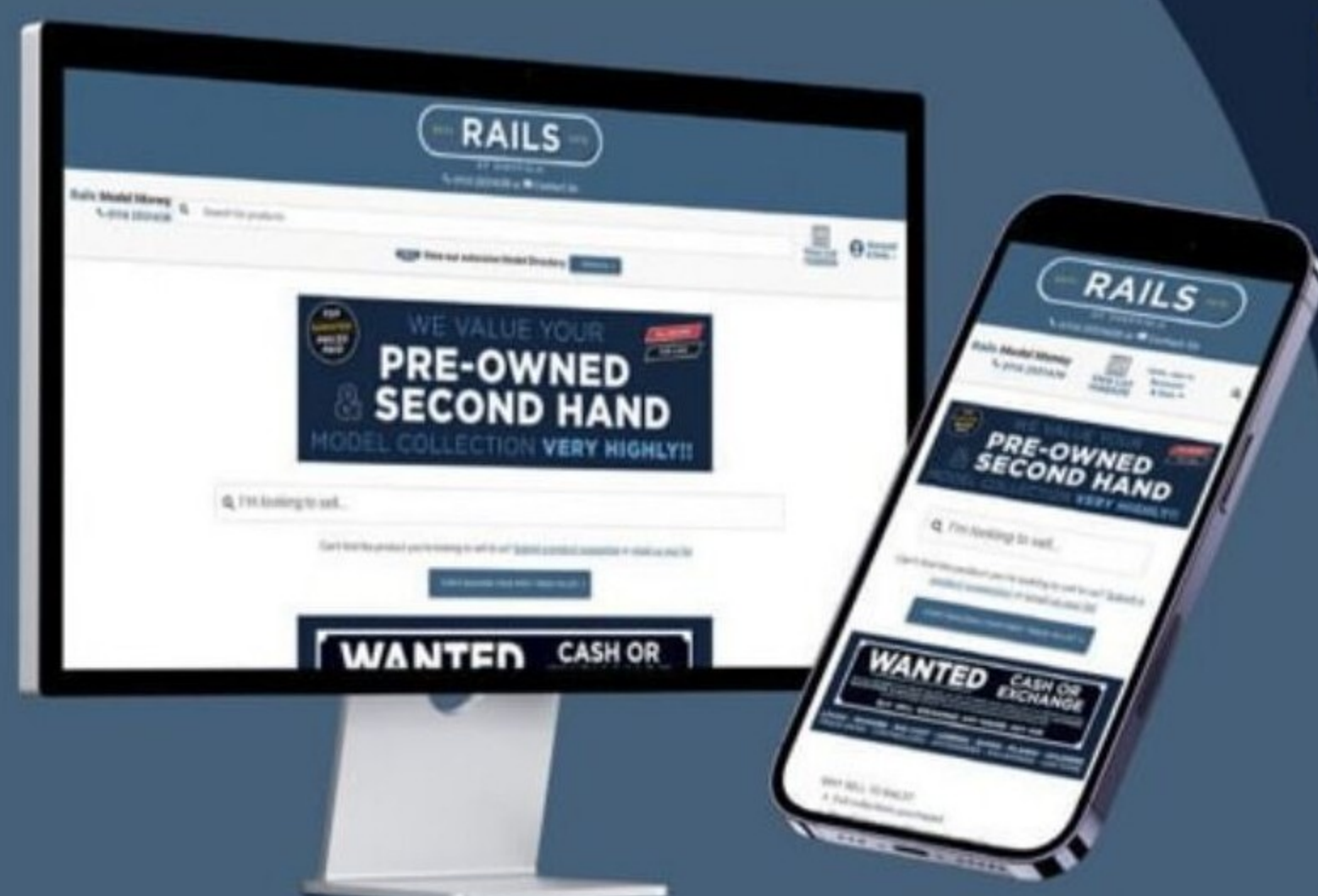
D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!

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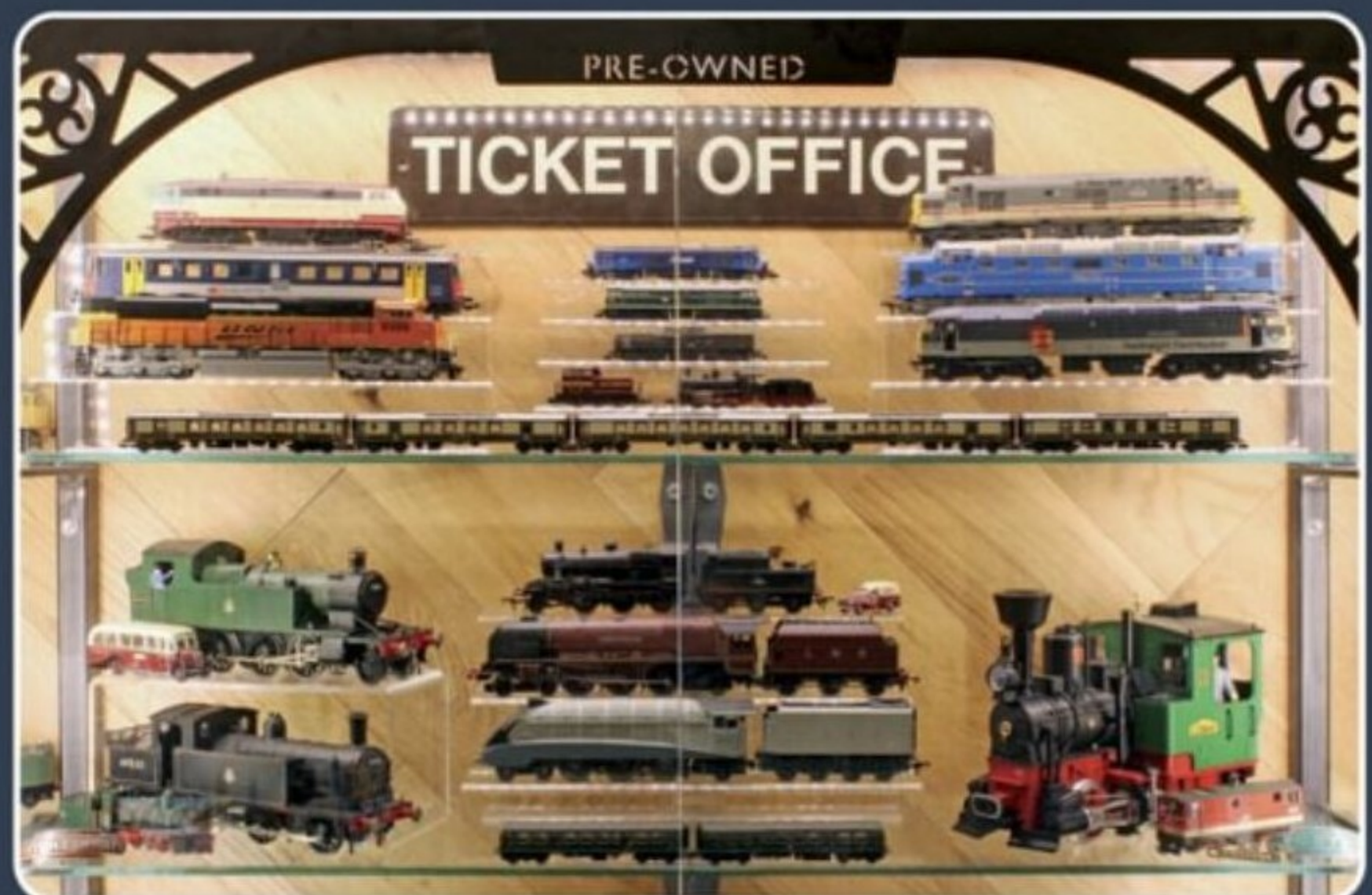
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I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.

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GATEWAY TO ULSTER

The idyllic location of Donaghadee was a key stop on a trade route in Northern Ireland, and its rich history has been expertly portrayed by Gordon Hunt, who overcame key challenges to bring it to life.

Words: Gordon Hunt **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Donaghadee Railway Station

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 10ft x 18ft 4ins

ERA/REGION: 1950+/County Down,
Northern Ireland.

LAYOUT TYPE: Fiddleyard to terminus



This rake is a 'nod' to the Railway Preservation Society of Ireland (RPSI) Excursion trains on which I served as a Carriage Steward for many years. The engine is GNR 'U' Class 4-4-0 (OO Works), and the carriages are BR Mk. 2s from Bachmann/Murphy Models in RPSI livery.

LAYOUT | ○○ | DONAGHADEE RAILWAY STATION

TOP RIGHT: A scene that has probably been going on for hundreds of years in Donaghadee, bringing the sheep home from grazing on the nearby Copeland Islands. This simple little cameo just brings the layout to life, which the public seems to love.

MIDDLE RIGHT: The station building was originally a large terrace house, then a BCDR hotel, before being converted into the station. In the 1930s, dry rot was found on the top floor, which was removed. I decided to model the building, using Wills sheets, in its original form. The building is now a Social Club.



Donaghadee is a small, picturesque town in the north east of the Ards peninsula in Northern Ireland. From the 1600s, it was the main trade route from Portpatrick in Scotland to Ireland and was known as 'the gateway to Ulster' for the Scottish and English settlers.

The current Donaghadee harbour and pier were built in 1821, but, unfortunately, due to problems with gaining access to both harbours during heavy seas, the lucrative Irish mail packet service was lost to the Larne/Stranraer route.

The railway line, which connected Donaghadee to Belfast via Newtownards and Comber, was built in 1861 by the Belfast & County Down Railway (BCDR) Company. In 1870, a siding to the pier was built and handled sizeable coal traffic.

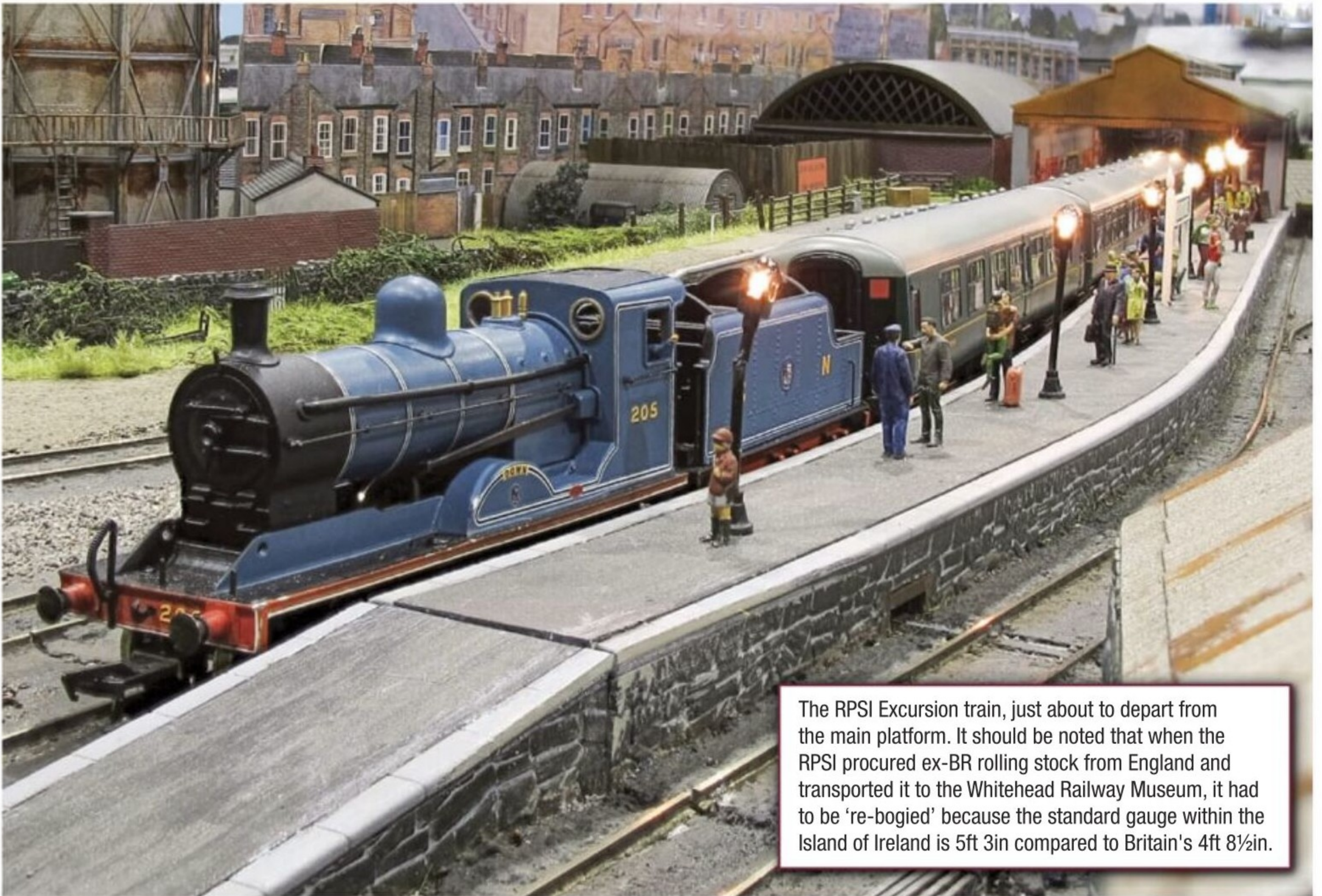
The station was closed on April 22nd, 1950. This was part of a 'Beeching' type exercise in Northern Ireland, which resulted in the creation of the Ulster Transport Authority (UTA). The 'BCDR' railway network was therefore reduced to just the Belfast to Bangor line.

My layout is based on what the station looked like just before it closed in 1950, and the inspiration for it stems from happy childhood memories. In the early-1950s, my family holidayed in the nearby seaside village of Millisle, and several nights each week, mum and dad would walk my sisters and me to Donaghadee for ice cream.

“I have spent many hours walking around the area, measuring any remaining aspects of the station and also the harbour to ensure that it would accurately represent such a wonderfully iconic place.”

A 'Jinty' (Hornby) is just about to leave the station with some 6-wheelers (Hattons & Hornby), which were synonymous with the BCDR. Two LMS Jintys were transferred from England to Northern Ireland in 1944 to help ease the shortage of motive power. They usually shunted around the Belfast docks area, but I have them tootling about the Dee.





The RPSI Excursion train, just about to depart from the main platform. It should be noted that when the RPSI procured ex-BR rolling stock from England and transported it to the Whitehead Railway Museum, it had to be 're-bogied' because the standard gauge within the Island of Ireland is 5ft 3in compared to Britain's 4ft 8½in.

Afterwards, we would walk through the old station building, which was by then a bus station, to get a UTA bus back to Millisle. I recall that most of the railway buildings were still there at that time, but most of the track had already been removed. Those childhood memories have stayed with me all these years.

First steps

I have been 'planning' the Donaghadee layout for many years, researching the station's history and collecting numerous historical photographs. In addition, I have spent many hours walking around the area, measuring any remaining aspects of the station and also the harbour, to ensure that it would accurately represent such a wonderfully iconic place. I must admit that you get some funny looks from people when you walk about measuring the widths of footpaths, gateways, etc.!

It is probably true to say that a very large percentage of people in Northern Ireland have, at one time or another, visited Donaghadee, and everyone I know has a great love for it. My aim for the project was to try and create a piece of railway history that people could remember and younger people could learn about. I have also tried to emulate the operating ambience of the station complex and its history.

Over the years, I had stockpiled items purchased at numerous shows, which I planned to use in the creation of the layout. Concentrated work started in 2019 with the creation of the usual 'wallpaper' track diagram using the Peco templates. I used the 1906 Ordnance Survey map as a baseline.



MIDDLE LEFT:

'The Big House on the Hill' with loads of associated greenhouses is a representation of a huge nursery that no longer exists on this site. It was scratch-built using Wills textured plastic sheets. The site in front is where the two 'camping' carriages sit, but they must be away for servicing!



BOTTOM LEFT: Two BCDR 4-4-2Ts are being prepared for a long work day. They are hand-built brass engines in BCDR livery. I bought them in a sale some years ago, and as one is not a very good runner, it always seems to be getting some 'TLC' just outside the engine shed.

The 'good runner' BCDR engine, just about to take on water. The water tank is scratch-built to original photographs using various parts from different kits. Note: always ensure that your water tank has no holes prior to filling it with resin to represent water. The result in the morning is an empty tank and the area is flooded!



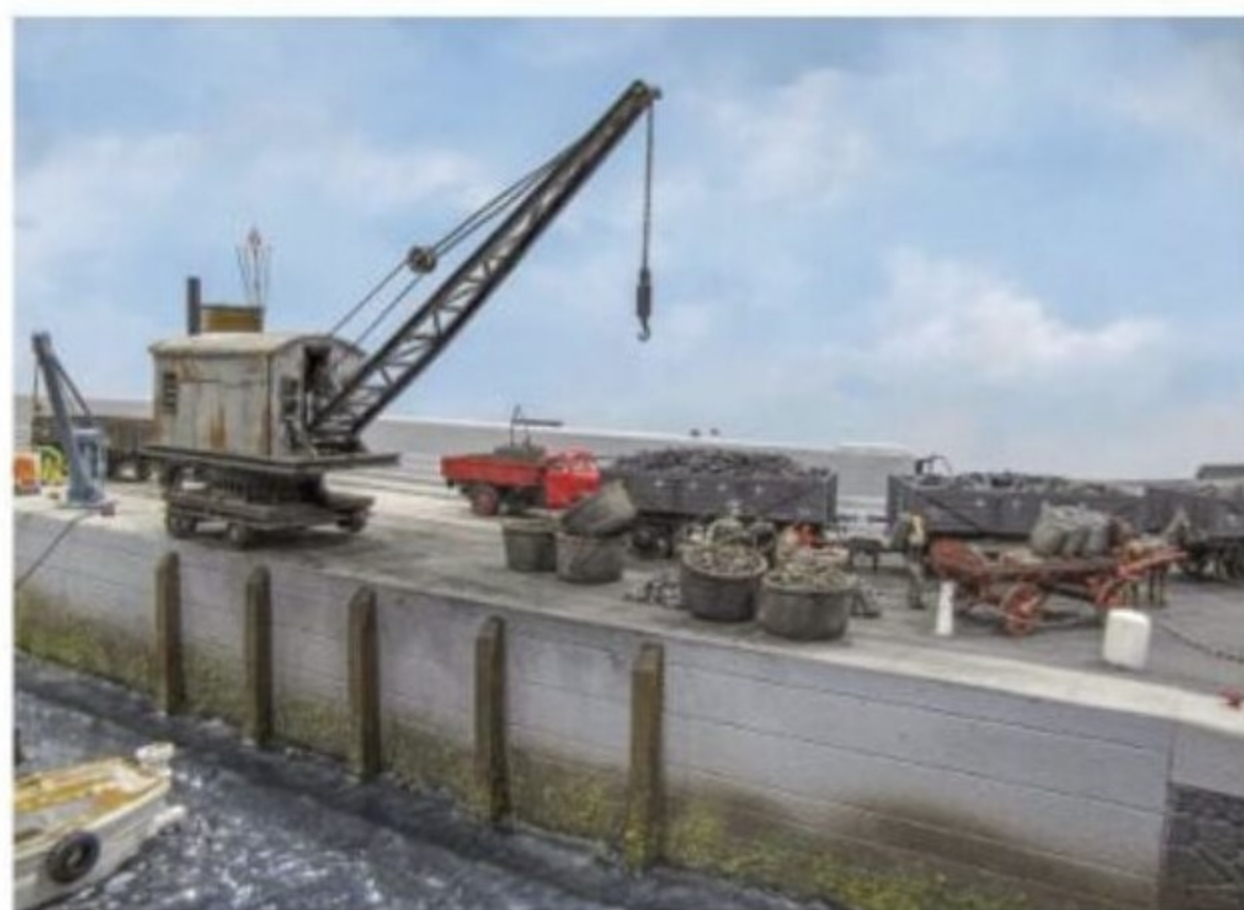
MIDDLE RIGHT:

The two 'camping carriages' have returned! Unfortunately, as they don't have 'full facilities', a small 'lavvy' has been installed at the end of the road. I had to fit a large amount of resin walls throughout the layout and found that by warming them with a hot air gun, I was able to bend them to fit the various shapes required.



BOTTOM RIGHT:

A coal boat has just departed from the harbour and the coalmen are finishing packing and dispatching the coal. The 'luffing crane' is scratch-built to original photographs using donor parts from the Dapol C030 Travelling Dockside Crane kit.



The baseboards were then built. There are three boards, 5ft (152.4cm) by 33ins (83.82cm), and one board 5ft (152.4cm) by 2ft (60.96cm), which is for the harbour pier.

The reason for the '33ins' is because that is the maximum width I could accommodate in the back of my estate car; well, you have to build in 'transportability' before you take on a project like this! The fiddle yard is a traverser with seven roads.

The boards are your typical construction, 1in by 2.5ins frames with 9mm plywood tops. I must admit, I may have over-engineered the frame construction, but this was because of the risk of having the boards warping and causing mayhem with track alignments and stock running. The downside of this is the increased weight of the boards, but coming from an aircraft engineering background, I cut 'lightening holes' around some of the sides, which helped reduce the weight and also provided me with additional 'handles'. Once built, the boards were given a coat of thinned varnish to prevent the ingress of moisture.

Each board has its own set of legs, which helps when assembling the layout at exhibitions and also enables me to work on each board separately. The boards are aligned with each other using 'pattern maker's dowels' and secured using M8 bolts and pronged T-nuts.

Unfortunately (or maybe not in this case), Covid-19 arrived and the world changed. But the inevitable lockdowns enabled me to apply unlimited time to work on the layout, resulting in great progress being made.

Learning curve

When it came to selecting track, I decided to use Peco Code 100 because I have some large flanged rolling stock. The point motors are Hattons and Peco.

I am not an electrician and have never wired a layout, I leave that to the 'Sparks' in the Club, so being isolated with lockdowns, I had to teach myself model railway electrics. Using Google, YouTube and numerous articles from magazines, I successfully wired the whole layout, including a double slip!

Having a double slip on the layout, which is prototypical of what was at Donaghadee back in the day, is a thing of wonder! It really looks good when you are operating it in front of an audience. When studying how to wire it, I was amazed that people have basically written theses on the process, which I read numerous times, but ended up being completely confused. Fortunately, I came across a guy who said, "Just think of it as two points on top of each other." Eureka! It worked.

I tried to meticulously maintain wiring diagrams and wiring point lists, but because of the excitement of actually being able to run trains after wiring a section, this did not always happen!

The layout is DC and operated by a single AC controller, and each of the main boards is wired independently to the control box using 25-way 'D' connectors.

I had initially fitted some isolated sections, but as a result of recommendations from the guys who help me operate it, this number had to be increased, and I must admit it helps operating the layout.



TOP LEFT: The grey building is the Donaghadee Lifeboat Station, and this is how it still looks today. I try to ensure that the road vehicles on the layout are of the time and they help remind people of the history.



MIDDLE LEFT: UTA 'UG' Class: 0-6-0 (OO Works) parked in the Loading Bay. The inside of the station shed walls are adorned with advertising suitable for the time, although the public can only get a slight glimpse of this.

BELOW: UTA 'U2' Class No. 85: 4-4-0 (Mainline LMS 2P) being turned on the turntable, which is scratch-built using donor parts from the Dapol C001 Turntable. The engine shed in the background was the original one from when the station opened, but was eventually replaced with a 'two-road' shed.

“Fortunately, I decided to build a ‘prototypical’ layout, which means that the actual station trackwork was designed and built by railway engineers, resulting in an effective methodology of train operations.”



LAYOUT | ○○ | DONAGHADEE RAILWAY STATION

Fortunately, I decided to build a 'prototypical' layout, which means that the actual station trackwork was designed and built by railway engineers, resulting in an effective methodology of train operations. This enables 'Team Dee' to get real enjoyment from actually running and shunting trains. We don't run to a specific timetable; we just try to ensure there is movement at all times, which entertains the public.

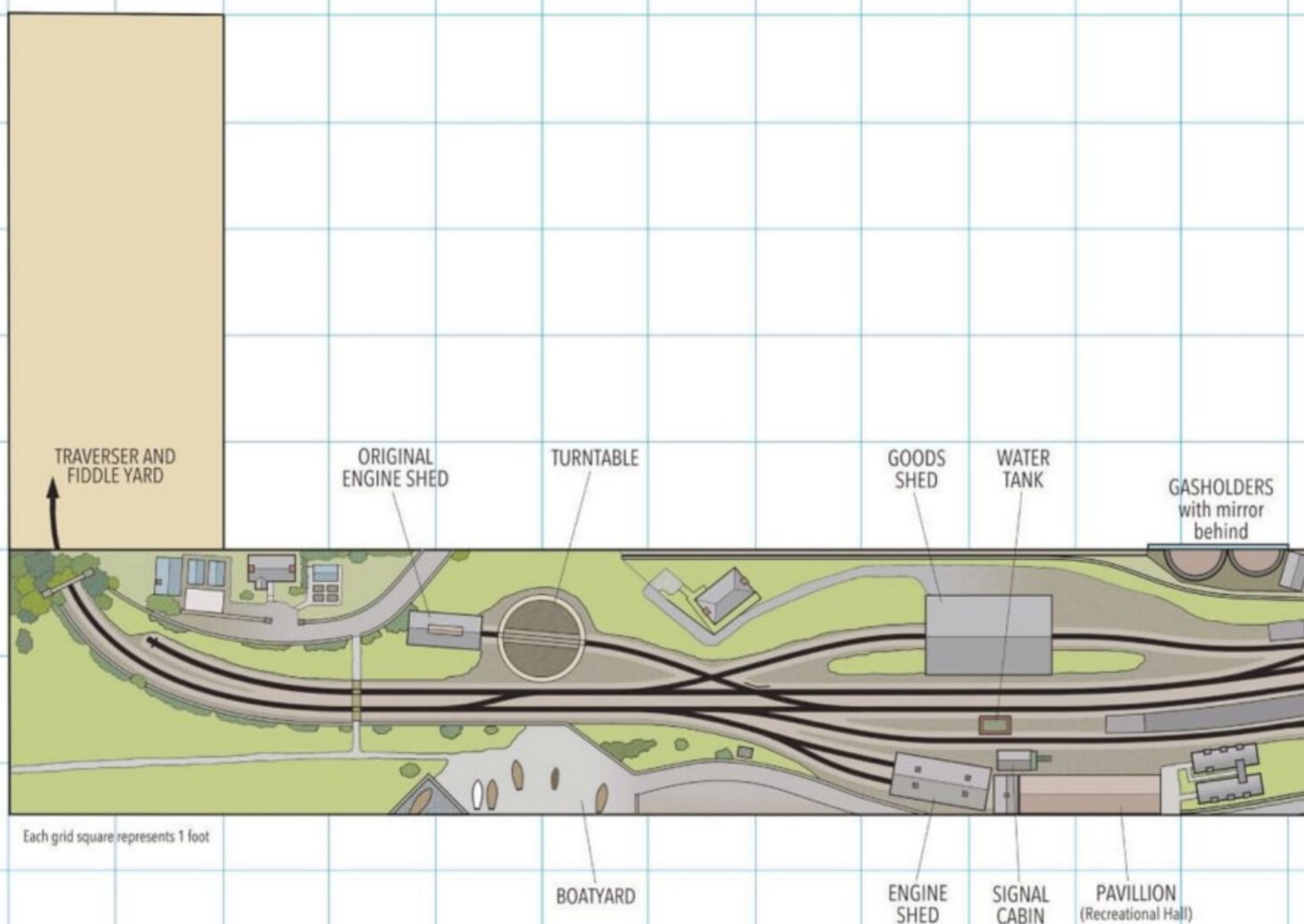
All the buildings, which are scratch-built to photographs viewed under magnification, are all my own work except for the 'stump' of the working lighthouse. This was 'subcontracted' to a friend who had a wood lathe. Although I have included all the buildings in the layout that would have been present in 1950, I didn't know what they were all used for until I exhibited the layout for the first time in 2022 in Donaghadee. I think there were over 1000 visitors at the exhibition, and most of them were residents that were able to tell me, firstly, how accurately I had modelled the whole area, but also what the buildings had been used for throughout their history. This basically brought the layout to life, and the other members of Team Dee and I have passed this information on to others at subsequent exhibitions.

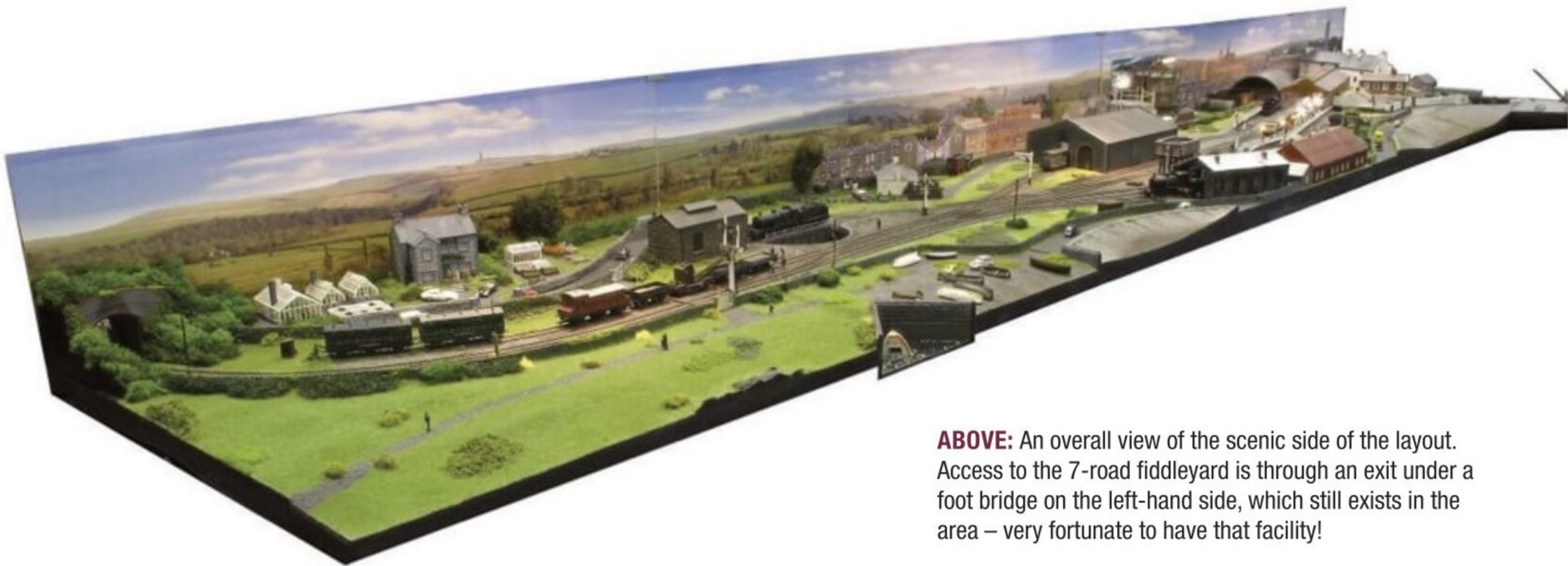
Challenges

I had two major problems in the building of the layout; having a working turntable and finding the space to have two gas holders near the station building.

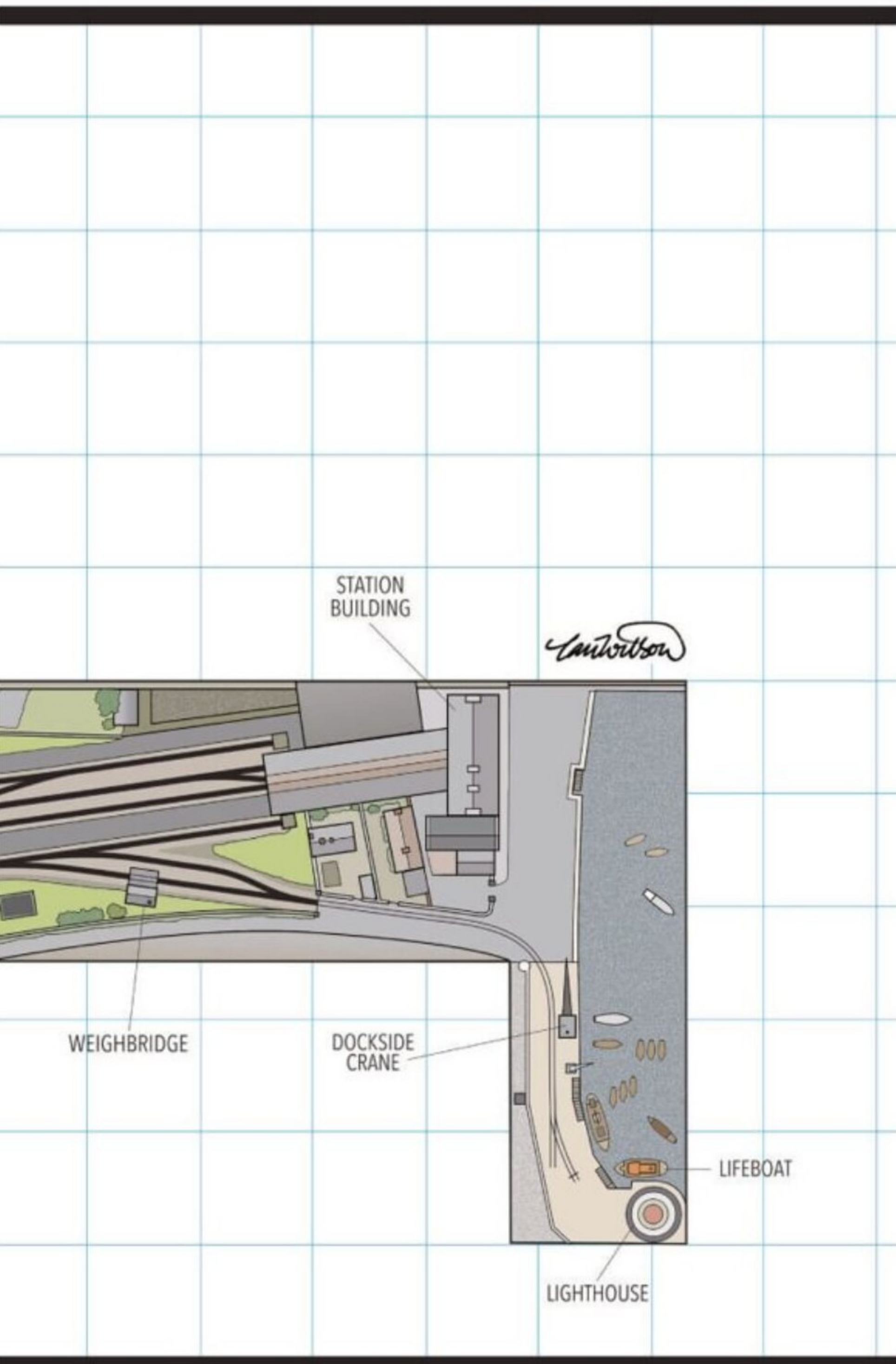
With the turntable, I knew I didn't need a very expensive 12-road 'all singing all dancing' item, just something that I could turn the odd engine on now and again. I thought a 'Lazy Susan' would be ideal, and I just happened to have one in the garage from the patio table! Despite numerous attempts with half the ball bearings out and with all the ball bearings out, I couldn't get it to work. After several other unsuccessful ideas, I had another 'light bulb' moment. I remembered I had my old Bush record player, which I used to play the Rolling Stones' 45s in the '60s, still in the attic (well, doesn't everyone?!). I measured the size of the actual 'turntable' and it was 8ins, just the size I needed! I stripped it out and using the little rubber friction wheel, a 1:1 right angle gearbox from RS and some rodding, it worked perfectly because of the record player bearing quality.

TRACKPLAN





ABOVE: An overall view of the scenic side of the layout. Access to the 7-road fiddleyard is through an exit under a foot bridge on the left-hand side, which still exists in the area – very fortunate to have that facility!



About the Modeller

Name: Gordon Hunt

Age: 76

Number of years modelling: Over 65 years on and off

Name of my first layout: Surprisingly, this is my first, although I have worked on several club layouts

Favourite Era/Region: All eras of Northern Irish/Irish Railways, although I'm partial to some GWR

Favourite locomotive: The HST125 is superb, but it would have to be the Deltic, such a beast! For Steam, it would have to be *Oliver Cromwell* Class 7, which I stood beside at Barrow Hill and it was awesome!

Like most children of the 1950s and early-1960s, my modelling career started with Airfix plastic kits, building mostly the railway range to go along with my first train set, a Tri-ang American diesel!

Progressing through the years, I was able to take on more sophisticated models, i.e. Ratio LMS clerestory carriages, which involved spray painting and painting the carriage lining using a bow pen. I must admit it was a bit difficult drawing the very thin black line over the very thin yellow line, but very satisfying when completed.

Responding to an invitation from a friend, I joined the Ulster Model Railway Club and got involved with, at the time, the club's latest exhibition layout, which was the 'Lisburn Railway Station'. Being a member of the club over the years has been extremely beneficial, as not only do you learn new modelling techniques, but you are able to fine-tune your own modelling capabilities and skills with the help of your peers.

I am also a volunteer on the Permanent Way Team (aka Track Squad) at the Whitehead Railway Museum, which is part of the Railway Preservation Society of Ireland. (RPSI). I am also a qualified shunter.



ABOVE: The RPSI train coming into the station past a bungalow where one of the BCDR engine drivers used to live. When I exhibited in Donaghadee, an older resident told me that she used to call at the house to play with his daughter. I have now added a little child at the door.

RIGHT: This CAF 4000 DMU is the current type of train used throughout Northern Ireland. This is a scene that the Dee residents don't particularly like to see, as it shows that they could be 'whizzing' into Belfast if the station hadn't closed.



The turntable bridge is a wooden block with electrical spring contacts fitted at either end to allow engine movement, and the whole thing was finished using donor parts from a Dapol C1 plastic kit.

When it came to the gas holders, I had a Hornby Skaledale one and the Gaugemaster Fordhampton one, which I had built from a kit. To enable me to fit them as complete items to the layout would have meant I would have to move part of the roadway and also part of the track line, which I didn't want to do as this would have ruined the effect of replicating the actual station layout. Fortunately, my wife's brother-in-law, who was an artist, suggested that if I cut the two holders in half and position them against a mirror fitted to the backscene board, then this would create an illusion of the gas holders being complete structures.

I did this and the result was a great success. At shows, a lot of people don't notice it until we might move the backscene slightly – someone even jokingly said that, "Railway modelling is all about smoke and mirrors!"

At exhibitions, people are very intrigued to hear how this was done and many have said they will use this method to solve similar problems.

I think my best achievement on the layout was the water in the harbour. I have studied water on layouts at shows for a long time and could never see one that had the look I wanted. But then I stumbled upon a Swedish guy on YouTube who said, "Today, I'm going to teach

you how to make water by using PVA and toilet paper". Of course, I was a bit sceptical, but after trying it out on a sample board, I applied it to the actual layout and it worked a dream. This is probably the feature that gets more viewing, more queries and more praise by the public than anything else.

Rolling stock

The locomotives used are basically steam with some more recent diesels (but these never ran in Donaghadee before it closed). They are a mixture of scratch-built, kits, conversions and RTRs. Rolling stock is coal wagons, general goods including some BR containers taking 'Cyril Lord' (he had a carpet factory in Donaghadee) carpets to Russia and 6-wheel carriages, with a few bogie coaches. There is the odd visiting train from Ireland (CIE), but I tell people that it is only a 'Sunday School' outing from Dublin!

Going back to my childhood memories, there were two old 6-wheel 'camping' carriages that sat at the loading dock in the station. These would be the equivalent of today's Airbnbs and, of course, I just had to have them on the layout. I had some old MTK white metal kits (yes, that's how long ago I was planning the Dee!), so I assembled and painted two, and Railtec very

kindly did the lettering decals, which I affixed to the sides. They now sit at the end of a long siding and the public response in seeing them and hearing about their history is amazing.

In addition, as in my mind the station never closed, I run examples of the different types of stock that ran in Northern Ireland since the 1950s up to the present day. This does appear to annoy the residents of the town when they see what life could have been like if the station hadn't closed! The rolling stock couplings are a mixture of Kadees, Hunts magnets and the standard Hornby & Bachmann types.

I had to make sure the backscene blended in with the layout and fortunately Gaugemaster produces backscene sheets that depict hills, which are identical to the hills of County Down, so I have used these, plus some photos I have taken myself.

Transporting sheep

Once all the main component parts of the layout had been completed, I was able to concentrate on the 'scenics', which is the part I like to do because I love to create perfect miniaturised versions of the real thing. I also love to add personal cameos. I have fitted three little children just inside the front door of the station

BELOW:

UTA Railcar No.1; this railcar entered service in 1933, built by the LMS (North Counties Committee) in Belfast. This was a single twin cab, which was the first UK railcar using two engines slung under the frame and it was this 'formula', which inspired many railcars afterwards, both in Ireland & Great Britain. It seated 61 passengers and was in service until 1965. The model is in UTA livery and again uses one "Black Beetle", the bodywork is made from 'chopped up' Bachmann 57' LMS coaches!

“I got a boat and a small flock of sheep and added it to the harbour area. You just wouldn't believe the public's response to this small addition...”





ABOVE: Although the public can't see it, the inside of the Signal Cabin is fitted out with a lever frame, Signaller, etc. All points are routed back to the Signal Cabin with point rodding (Wills) – a soul-destroying job to fit, but worth it in the end.

RIGHT: UTA MED (Multi-Engine Diesel) 3-car units, powered by two Leyland engines, were in service with the UTA from the 1950s until the 1970s. They had Guard-controlled doors. The model was built using etched sides from Worsley Works and powered by a single "Black Beetle" power bogie.



building. They represent my two sisters and myself printing out our names on aluminium strips on a big red cast iron stamping machine. This was great fun for children to do in those days and it only cost a penny!

A friend sent me a photograph, his daughter had taken, of sheep walking up the pier steps from a boat. She had queried what was happening. I informed them that the sheep had been brought back from grazing on the nearby Copeland Islands. But this got me thinking that, as this activity has been going on for hundreds of years, wouldn't it be a good idea to include another little cameo? I got a boat and a small flock of sheep and added it to the harbour area. You just wouldn't believe the public's response to this small addition; they can't get enough of little details like this.

One last thing I must describe are my fishing nets. Despite looking at lots of nets on other harbour-related layouts and shops, I could never see anything I liked. Yes, another 'light bulb' moment. We buy onions, which come in an orange or green plastic net bag. Just out of curiosity, I took the onions out, put the bag on the work bench and zapped it with a hot air gun – the bag shrivelled up, but the little perforations could still be seen. A quick bit of weathering and I now had an ample supply of fishing nets.

Final thoughts

My journey to creating the 'Donaghadee Railway Station' has been a great experience, although if it hadn't been for Covid lockdowns, I just wonder if it would have been completed.

Its first outing was in Donaghadee in August 2022, although it was still a 'work in progress'. Since then, I have exhibited at several shows and, a bit surprisingly, won quite a few awards. I have also exhibited at Model Rail Scotland 2024 and The National Festival of Railway Modelling 2025, where it received unbelievable compliments from the public.

I have now started to give talks on the history of the Donaghadee station and how my layout was created. I really enjoy passing my experiences and solutions on to others, it is very satisfying.

Suggestions have been made about the layout becoming a permanent exhibit in a future planned Donaghadee Museum; although this is a long way off, it is still a nice thought.

If I had to give any advice, it would be that if you are planning to get involved in railway modelling you should join a modelling club, you will learn so much. Although I have basically looked at hundreds of layouts over the years and probably picked up some little tricks of the trade from them all, I think the layout I would class as a 'standard' to work to is 'The World's End' as it is so inspirational.

I want to finish by thanking everyone who helped me with this project, it was very much appreciated. ■



TOP LEFT: This is my 'nod' to the *Sir Samuel Kelly* lifeboat crew who courageously rescued 33 souls in the *MV Princess Victoria* disaster in January 1953. I had to use this 'Rother Class' kit from Langley Models to represent the *Kelly*, which is a 'Watson Class' lifeboat. The actual 'Kelly' is currently being preserved near the Donaghadee Pier.



MIDDLE LEFT: The other 'Jinty' (Hornby) shunting a 'Goods' rake from Belfast into the vast Goods Shed.

BELOW: A Permanent Way rake is parked in the siding. The 'Birdcage' Brake Van is scratch-built from an original photograph. The 'hand crane' is your standard Hornby 'Cowans Sheldon' model, but heavily weathered to represent the condition of the one (No. 8254) I help operate at the Whitehead Railway Museum – who needs a gym!

“My journey to creating the 'Donaghadee Railway Station' has been a great experience, although if it hadn't been for Covid lockdowns, I just wonder if it would have been completed.”



EDITOR'S COMMENT

Dedicating a layout to a family member, friend, or even a much-loved pet who is no longer with us is a wonderful way to pay tribute to those who have had an impact on our lives. Not only that, but operating and viewing the layout serves as a great reminder of memories shared, and the construction stage can also prove cathartic while dealing with the loss.

So many fantastic layouts pay tribute to people, whether it is a layout name, figures positioned on the layout, stock with loved ones' names on, a favourite place, or a building that could be a previous family home or favourite Saturday night spot.

One example in this issue is 'Andrews Yard'. Its owner, Stephen Landucci, dedicated the layout to his dad and named the layout after him. There are also lots of lovely references littered around the layout, too.

It's been just over a year since we lost Andy York, our larger-than-life photographer and RMweb founder, and the loss is still felt every day – but the number of tributes to him that have appeared over the past 12 months has been incredibly heartening to see. One such tribute is 'Crooked House', which was on display at the RMweb SWAG event last month, featured on the next page.

Another layout that includes a touching tribute to Andy is our Build-Along Model Railway, which is now on episode 3 with this issue. 'That Model Railway Guy', Josef Pitura-Riley, has been busy with scenic touches and adding further buildings. You'll have to wait until next month to see the tribute to Andy, though, which will be the final instalment of this series – we hope you have found the videos entertaining and maybe even inspiring for you to get started on your next project.

As we mentioned before, if you do not receive the exclusive video link, please contact brm@warnersgroup.co.uk, so we can add you to the mailing list.

Debbie Wood

WEEKEND PLANS...

Risborough & District Model Railway Club Open Day

In support of the Risborough Festival on Saturday, July 11th, 2026, the Risborough & District Model Railway Club will be holding an Open Day at the Princes Risborough St. Mary's Hall (Church Street) from 10:00 to 16:30. The club's new O gauge layout project is planned to appear, as well as a test track for members of the public to test their rolling stock on. Admission is free.

DATE: Saturday, July 11th, 2026

South Western MRC Model Rail Showcase

It's Southern Western MRC's first model railway show for some years, showcasing at least 11 layouts, including Exton Quay, St Leven, Piddle Regis, and more. Held at Cobhams Sports and Social Club in Wimborne, free Parking is available and entry costs just £4 for an adult ticket.

DATE: Sunday, July 12th, 2026

Chatham Show

Following the success of last year's show, The Chatham Show is returning to The Historic Dockyard Chatham. Organised by Chatham & District Model Railway Club, visitors can expect over 50 layouts and over 60 trade and societies in attendance. Early bird tickets are available for £10 online, £11 on the door and under 16s are free to enter with a paying adult.

DATE: July 18th-19th, 2026

Goathland Model Railway Show

The Whitby and District Model Railway Club is organising a weekend show at the Goathland Village Hall. With several layouts in a variety of gauges and club stands in attendance, entry for an adult costs just £5, with accompanied children under 16 being free to enter.

DATE: July 18th-19th, 2026

Twickenham & District MRC's Open Day

Held at its clubrooms on Wills Crescent in Hounslow, the club will be looking to build on the success of last year's event, which resulted in no fewer than 12 new members. At least nine working layouts from N to G will be on show, with two others being worked on.

DATE: Saturday, July 25th, 2026



NEW DUCHESS £2 COIN

The National Railway Museum has partnered with The Royal Mint to celebrate the power and elegance of the *Duchess of Hamilton* locomotive by unveiling a new commemorative £2 coin.

A symbol of speed, engineering excellence and Art Deco design, *Duchess of Hamilton* was built at Crewe in 1938 for the London, Midland and Scottish Railway (LMS). Designed to haul prestigious express services between London and Glasgow on the West Coast Main Line, the locomotive became synonymous with the golden age of British rail travel.

Now on display at the National Railway Museum in York, the locomotive's legacy is being honoured for the first time on an official UK coin. Designed by artist Gary Breeze, the reverse features a striking side-on depiction of *Duchess of Hamilton* in motion, capturing its distinctive streamlined form and reflecting the power, glamour and elegance that made it an enduring icon of Britain's railways.

The coin has been released in a range of editions to appeal to collectors and enthusiasts, including gold Proof, silver Proof Colour, Brilliant Uncirculated Colour and Brilliant Uncirculated versions. Each edition is accompanied by illustrated packaging that brings the locomotive's story to life.

The *Duchess of Hamilton* commemorative £2 coin is available to buy from www.royalmint.com, with prices starting from £17.50.

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FUTURE SAFEGUARDING

Nene Valley Railway has launched a new Resilience Fund, calling on the public, local businesses, and supporters to help safeguard the future of one of the region's best-loved heritage attractions.

For nearly 50 years, the railway has preserved Britain's railway heritage and welcomed tens of thousands of visitors a year. But, like other heritage railways across the UK, it receives no government funding and depends on a combination of ticket income, donations, and the dedication of over 350 volunteers. That model is under growing strain.

Ticket sales alone do not cover the full cost of running the railway. Behind every journey lies a complex and expensive operation:

- Steam coal now costs around £3.50 per shovel, equating to roughly £335 per round trip, with prices continuing to rise
- Visiting locomotives can cost thousands of pounds per day to hire



- Essential overhauls, required every 10 years, can exceed hundreds of thousands of pounds
- Refurbishing a single passenger carriage can cost £20,000+ before structural work
- Track renewals can exceed £120,000 per 1/4 of a mile.

These are not optional expenditures. They are the minimum required to keep the railway

operating safely.

Supporters can contribute through a one-off donation, a regular monthly gift, membership, corporate sponsorship, or simply by visiting the railway and encouraging others to do the same. Volunteers are also always welcome.

Donations can be made here: nvr.org.uk/product.php/164/resilience-fund

INSPIRING TRIBUTE

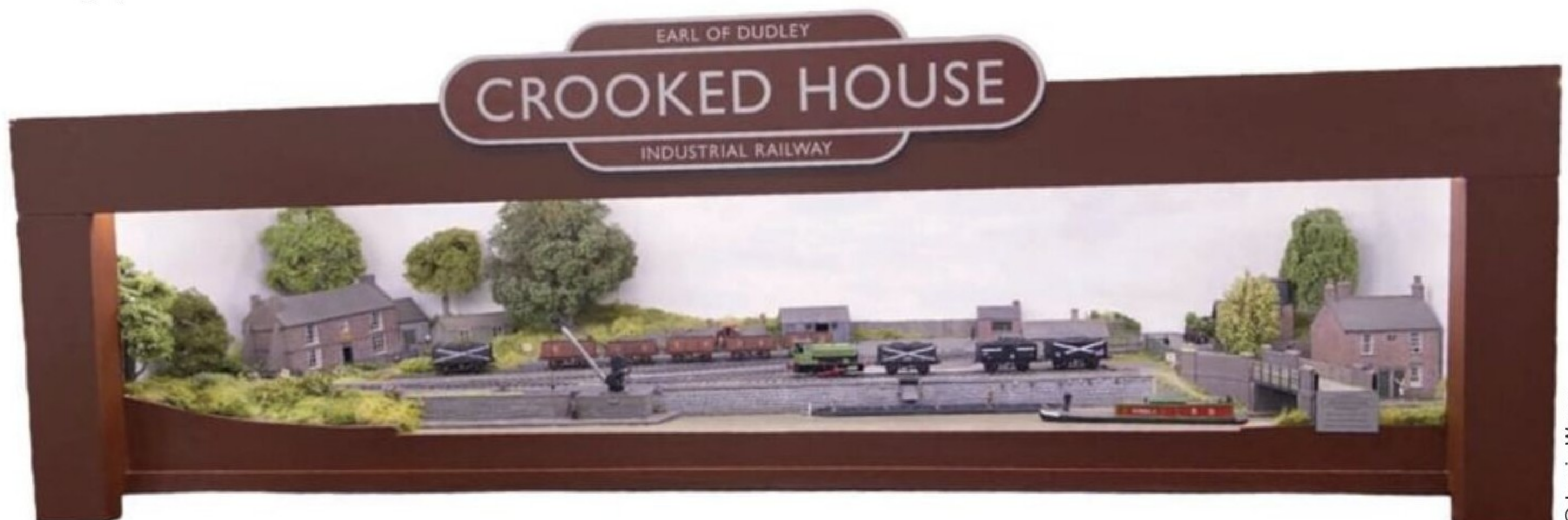
Seen at SWAG last month, we see a layout giving homage to the greatly missed Andy York - here's 'Crooked House'! This layout probably needs no introduction, but in case you didn't know, it's a layout that pays tribute to Andy, which was produced by members of the Staffordshire Finescale Group. Andy had long held an interest in the Earl of Dudley's railways, and although he never got around to building a layout himself on the theme (too busy reining us lot in on RMweb, no doubt!), he did begin to collect items for the future layout as his retirement project.

It's quite incredible to see the layout come together in a relatively short timeframe, especially one with so much attention to detail. Of course, the stand-out feature is the layout's namesake - the Crooked House pub. Building something that's out of kilter must've been an absolute nightmare; even more so than building something perfectly square! A @2ManySpams masterpiece, for sure, and it features a little nod to Andy with his name above the door, but there are also other tributes to him - not least a Modelu print of the man himself, but also the canalside cottages at the front bearing his surname. The latter of which, I believe, is a

further nod to the cottages that Andy made for 'Black Country Blues', which were mostly hidden at the back of the layout behind the railway embankment - and here they are on 'Crooked House', partially hidden behind the bridge!

It's a real shame that Andy never got the chance to build the layout, and even more so that he won't get to see 'Crooked House' - a finer testament to the man there isn't. I'm sure he'd be absolutely chuffed to bits to see so many friends working together on the layout, and not only that, to end up with something so inspirational!

Jamie Warne



©Jamie Warne

TITFIELD RETURNS!

STUDIOCANAL is set to release a brand-new 2-disc collector's edition of the classic Ealing comedy, *The Titfield Thunderbolt*, on 4K UHD on June 15th, 2026.

Directed by Charles Crichton and written by Oscar-winning screenwriter T. E. B. Clarke, the much-loved 1953 film tells the story of villagers battling to save their rural branch line after closure by running the railway themselves. The story was famously inspired by the preservation of the Talylyn Railway.

A favourite with railway enthusiasts for its authentic steam locomotives and branch line atmosphere, the film stars Stanley Holloway, Sid James and George Relph.

The new release has been meticulously restored in 4K from the original three-strip camera negative, with more than 500 hours spent cleaning and repairing the film.

Extras include a new feature with railway presenter Tim Dunn exploring the railway that inspired the film, archive footage, behind-the-scenes material and a featurette on the famous *Lion* locomotive. The set also includes a 64-page booklet and poster.



©StudioCanal

A FOWLER DIESEL

In late 2024, I was finally able to get myself a second-hand Ixion Fowler, only 10 years late! Which, like many other owners of these, was just going to be a repaint into a fictitious industrial look, but after comparing various photos online, it became clear that the GWR No. 1 (JF 19451), which the model is based on, was quite different from the rest of the 70/80hp Fowlers, with the only similar being LMS 2 (JF 21048).

My prototype inspirations for this build are: *Rheola* (JF 22893) at Armley Mills Museum, *Peter* (JF 22928) at St Blazey, which, for some reason, is wearing the plates of *Progress* (JF 4000001), *H. W. Robinson* (JF 4100003) at Embsay and *Churchill* (JF 4100005) at Murton Park. Mention should also be made of the late David L O Smith, his rebuilds of RTR O gauge locomotives were an inspiration and his wealth of knowledge for many years on RMweb was in my mind while doing this, though he passed some years ago, his website is kept alive.



The to-do list was about 30 points long, some major, most minor. The key points were: radiator replaced except header, gearbox cover lowered and widened, derail beams replaced with rail, brake gear under cab modified both sides, chassis gussets, bonnet louvres, cab controls and buffers all replaced. The cab controls were based on *Churchill*'s and the buffers are Dapol Jinty, but will change at some point, as I don't like how weak the springs are.

The driver is Modelu, the nameplates are Light Railway Stores (ex-Narrow Planet), the



worksplates are from the set that came in the box and the livery is what I assume is a standard works as still worn by *Rheola* and *Peter* but my green (Humbrol 131) is probably brighter than it should be, and I have seen a photo of an unidentified example outside the works on Butterley Street in the same colours but with added yellow or cream lining. The name *Hachiko* was an Akita dog in Tokyo in the 1930s, made famous for its loyalty, and a bronze statue of it sits in front of Shibuya Station.

Sam Eastwood

Inspirational modelling with **RMweb**

Get involved and visit rmweb.co.uk – under topic 'Show us Yours – Realistic Modelling' – and post your pictures!



Blue 'Buckjumper', J69 68619 sits proud in front of its grimmer surroundings.
RMweb user: Boleyn Road



Early morning down in the running shed on the Bo'ness And Kinneil Railway, resident J36 No. 65243 *Maude* provides little in the way of input of conversation between Driver and Fireman, while their actual steed for the day simmers outside the door.

RMweb user: JonathonAG



The small copse on 'Marsh Sidings'.
RMweb user: Re6/6



'Deadwater Burn'. **RMweb user: Ian Blenk**



A grubby ex-BR 02 working at Cooper-Perkins. **RMweb user: 92912**



'Bulldog Quay', 4mm EM, the Maidstone private owner wagon belonged to Benzie's Successors. **RMweb user: Fulton**



56093 preparing to leave Cherry Hill shed.
RMweb user: Tim Bird

SECOND-HAND TRIBUTE

Although not what Stephen Landucci was looking for when on the hunt for a layout to buy, this O gauge scene gave him more than he imagined, including a new love for exhibitions.

Words: Stephen Landucci **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Andrews Yard

SCALE/GAUGE: 7mm:1ft/32.5mm/O

SIZE: 12ft x 2ft

ERA/REGION: Late 1930s/GWR

LAYOUT TYPE: End to End



Dean Goods GWR No 2516 from a Vulcan kit rebuilt by David Kendell, is collecting trucks, ready to dispatch from the yard.

TOP RIGHT: This cameo scene of the tractor breaking down was part of the original layout, which is a white metal kit; the tractor and the figures were just cleaned up.

MIDDLE RIGHT: Every yard should have a café nearby, the three guys here are having a cuppa and a sandwich during break. The van is from Oxford Diecast and the figures are a collection of 3D-printed and white metal.

BELOW: Tram No 8083 is heading to the sidings after moving trucks to the coal yard. The fence was painted using Woodland Scenics paints.



In September 2023, my wife finally said yes to a small train set after many years working on Lego sets within the house. With that, I went on the internet to look for a simple layout in OO, but I actually ended up buying an O gauge ex-exhibition layout.

The owner of the layout was only getting rid of it due to moving up to G scale, and was upset that he was selling it. After having a chat with my dad about taking it on the road to exhibitions with him, I won the bid.

Once we got the layout home, we had a look over it closely. It didn't have a name, and it looked tired in places. After having it up for two weeks in the conservatory, I had to find a more appropriate space to work on it. My good friend David volunteered to take the layout to his house, where it stayed for five months in his front room, enabling us both to work on it. The aim was to get it ready for its first exhibition in August 2024 at the Bourneville Model Show, where my dad took his layouts in the '90s and 2000s. All was going well until we lost my dad in December 2023. It was at this point that I decided to name the layout 'Andrews Yard', as a tribute to him.

“My good friend David volunteered to take the layout to his house, where it stayed for five months in his front room, enabling us both to work on it.”





Renovation work

So, to the renovation work with David... We started by getting rid of all the old remaining ballast, as David was unable to match the existing appearance. After looking at photos of yards from the 1930s era, David mixed fine and medium buff with grey colours along with some of the original ballast. Once that was dry, the track was weathered around the engine shed and coal siding with real coal.

The layout was also updated to run on Digitrax DCC, with a DS64 to control the points and lights running on Bachmann decoders. The traverser was originally controlled by piano wire, as were the points.

To replace the piano wire on the traverser, we used a Slater's 30-to-1 motor and gearbox driving 6mm threaded rod. A nut on the traverser's main beam travels along to make it move, and a micro switch at both ends limits the movement. This set-up was also used to operate the crane in the wood factory to load and unload wagons. The points were switched to cobalt slow-motion motors.

The scenery was a challenge. We wanted to keep it as original as possible, but when we were drilling the holes for the fence posts, the old



ABOVE: 8784 Pannier is returning from the wood yard after dropping a fresh load. Even the trainspotter is getting in on the action.

MIDDLE LEFT: This 1364 saddle engine from a Springfield kit is shutting trucks around the yard, ready for dispatch, using the traverser truck, which was made from a kit.

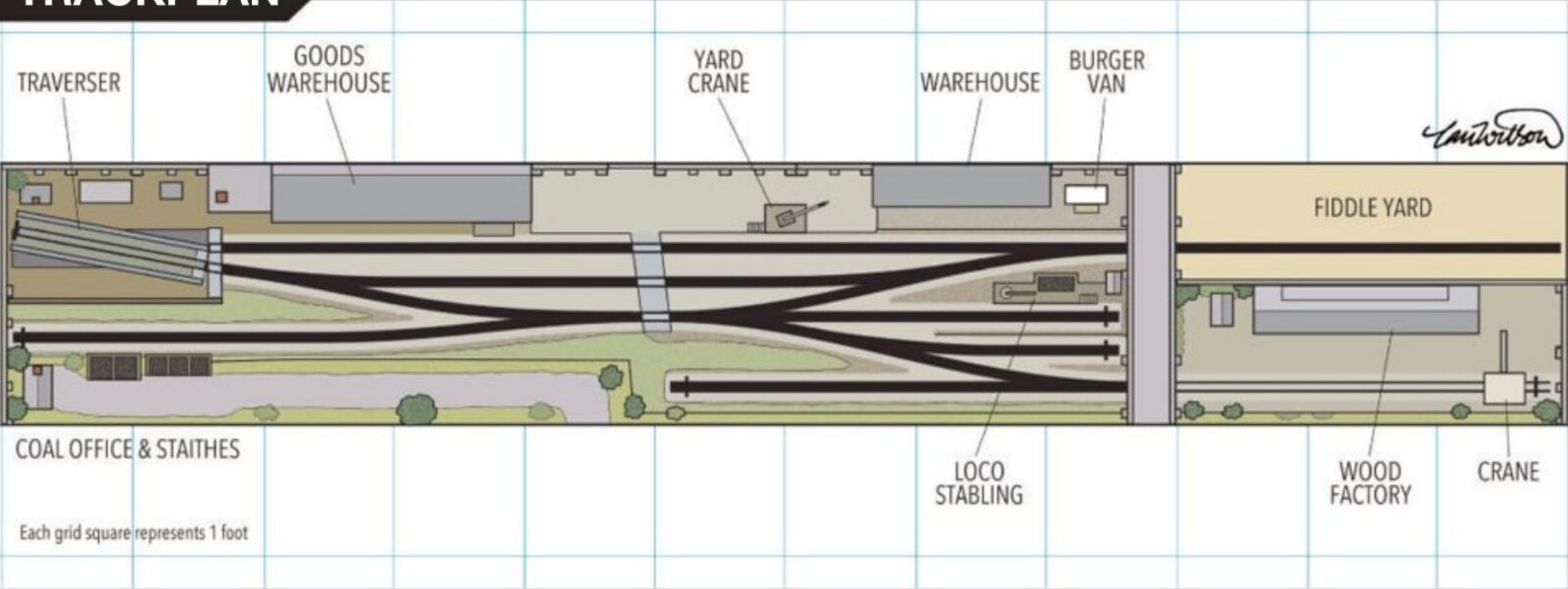


BOTTOM LEFT: The Dean Goods is getting ready to link up to the brake van, ready to dispatch. The forklift is 3D printed and the trucks are from my dad's collection that could be saved.

Broome Manor GWR is getting ashed out in this scene. This engine has been restored once again by David Kendell, and this was one of my dad's favourites. It is also a kit engine that has been converted to DCC with sound using a Digitrax sound card and system.



TRACKPLAN



grass embankment twisted around the drill bit. We discovered that, when the grass was laid in the late-1990s, it was done by papier mâché, so it was rebuilt using modelling plaster and using various shades of grass.

We then set about updating key areas using several Skytrex kits to bring the scenes alive, trying to keep the original white metal figures in place with a mix of new 3D-printed figures and machine parts for the wood factory. The backdrop was created by painting the boards white using Dulux paint as a base, then painting the blue in certain parts of the board to give the impression that there were clouds in the sky. Then we got a selection of Peco backscenes and cut out a collection of buildings to paste on the backdrop, as we wanted to do something different with it along the brick walls.

The buildings were made from laser-cut wood and then covered with card kits cut to size. They were in great condition, but just needed some detailing added, such as working lights inside, 3D-printed pallets for the loading bays and drains around the building, plus we added moss down the side of the buildings to give the impression of blocked drains. The address on the warehouse is my dad's date of birth, and was done free hand using a fine tip acrylic pen.



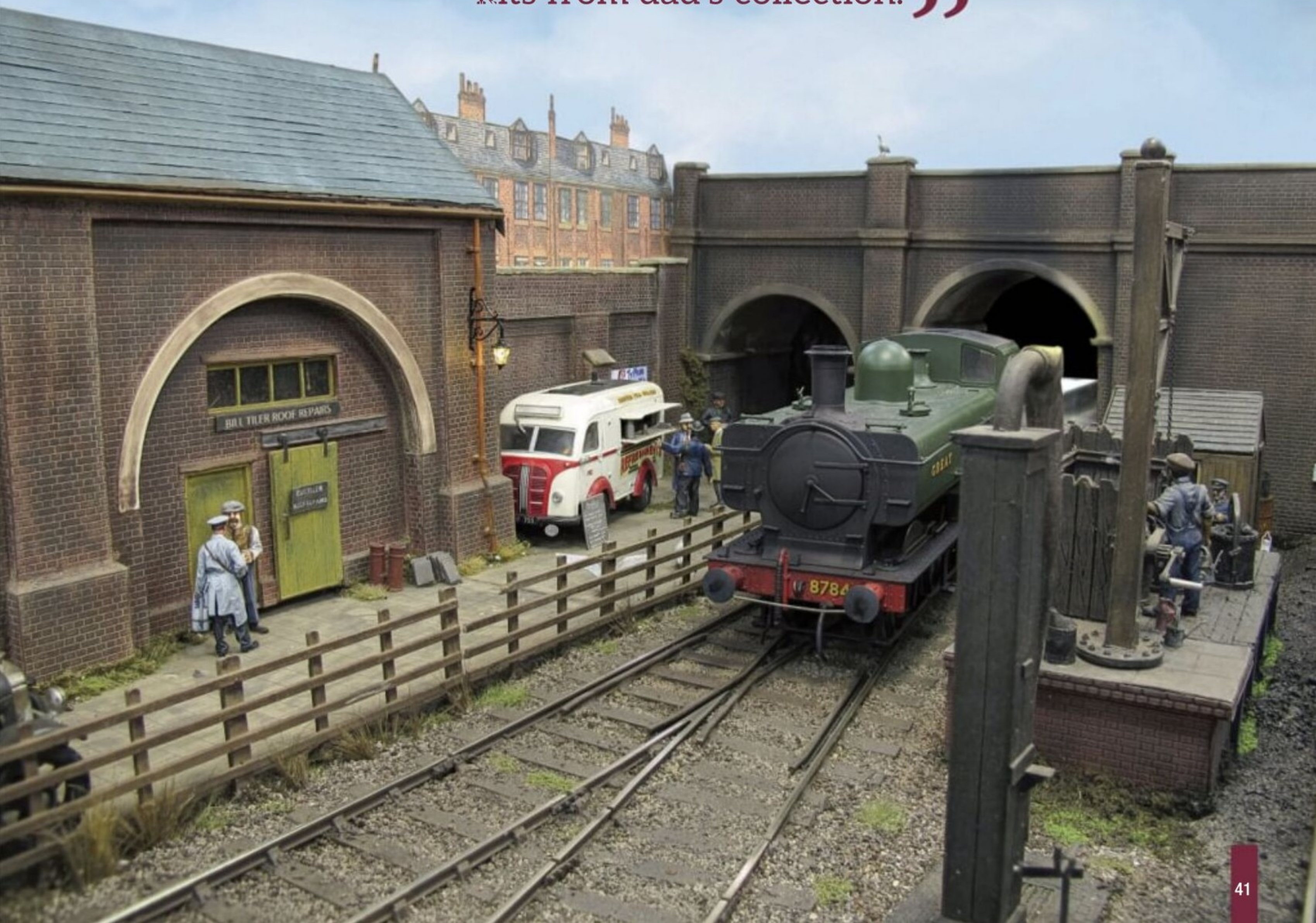
TOP LEFT: Time to reload 2516 with fresh coal again. The scene was created from a collection of kits and hand-painted to suit from Skytrex.



MIDDLE LEFT: The figures and horse and cart are from S&D models and were hand-painted. The trees in the background were hand-made by David and the plastic coal was replaced with real coal, broken up and glued down.

BELOW: Dapol 8784 returns a load of empty trucks ready to be filled by the warehouse. The buildings and the bridge are made from card and the backdrop has been cut out of scene sheets and individually placed.

“Most of the engines that run on the layout are from Springfield and Vulcan and Dapol kits from dad's collection.”





ABOVE: Dean Goods 2516 has shunted trucks around the main line and is now on the traverser to run round and start collecting trucks from the coal yard.

MIDDLE RIGHT: The crane is also from Skytrex. The crate was made from 2mm plywood and I laser-burnt the Andrews Yard logo onto it. Figures are from Modelu, and just a normal string is used for the rope.

BOTTOM RIGHT: This scene was made up from a broken truck and 3D-printed parts. For the burning barrel, we added some burnt wood using burnt matches, as originally it was just an empty space.



ABOVE: Left to right - Stephen Landucci, David Kendall and John Blake.

About the modeller

Name: Stephen Landucci

Age: 49

Number of years modelling: 30 years on and off

Name of your first layout: 'Cleaton St Mary'

Favourite era/region: Great Weston

Favourite locomotive: *Broome Manor*

My dad was a volunteer on the Severn Valley Railway, and every weekend he was there with me and my brother, David. He did several roles there, including a guard and signaller. When not doing that, model train shows were frequently visited, where David and I would also get the chance to operate. Today, because of this, I work on steam boiler operations at Birmingham University.

Updating stock

Most of the engines that run on the layout are from Springfield and Vulcan, plus Dapol kits from dad's collection. They needed to be updated from analogue to DCC with sound, which was also done by using Digitrax sound decoders. Still trying to keep the originals, we found there were missing parts to some of them - it's a good job we have train shows, where friends of friends help out. I am glad to say that two of the engines that run on 'Andrew's Yard, saddle tank 1364 and Dean goods 2516, were refurbished and are now running as well as they were when originally built in the late 1990s.

Within the limited space, we try and bring in a goods train, with several trucks, on the way to swap and run round, making an empty goods train to depart again with some shunting ongoing.

'Andrews Yard' is the layout that got the bug back into exhibiting. With this in mind, we are building a new layout called 'Spetchbury Halt', set in the late 1950s. Among the key scenes will be sheep being chased by a sheepdog. It'll be N gauge track and stock, and will feature a canal boat that is sunk. It'll also require some great home-made track laying, again, running on DCC systems. Watch this space... ■



TOP LEFT: The main yard, where there is a mix of Skytrex kits and even real twigs to give the scene of cutting wood. The machine's lathe was 3D-printed and the sheets of wood are made from lollipop sticks. The building was weathered with rust patches on the roof.

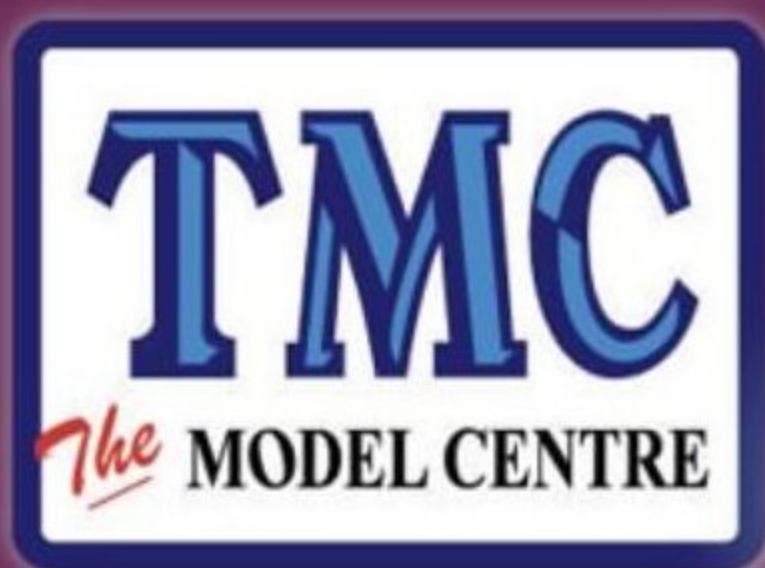


MIDDLE LEFT: The cat in this scene is called Norman, and the figures remind me my dad and his friends, who liked a cuppa. The small details are 3D-printed and the shed is from Skytrex.

BELOW: The address on the 'Andrews Yard' main building is my dad's date of birth and was great to include on the layout. The new forklift is being shunted to the wood yard.

“'Andrew's Yard' is the layout that got the bug back into exhibiting. With this in mind, we are building a new layout called 'Spetchbury Halt', set in the late 1950s.”





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The beauty is in our customisation. Coinciding with the Gauge O Guild's 50th anniversary in 2006, 31601 was re-named *Gauge O Guild 1956-2006*. An FM Rail (Fragonset/Merlin) white vinyl was applied to the sides but partially peeled off to leave 'Rail'. Note the web address applied to the cab front, too. This variant customised and DCC sound-fitted from stock: £407.95



FM Rail went into administration in 2006. The above guise shows the locomotive in 2007 guise. One year later, 31601 lost the remnants of its FM Rail vinyl, cab crests and the now defunct web address was crudely painted out in black, as opposite. This variant customised and DCC sound-fitted from stock: £407.95

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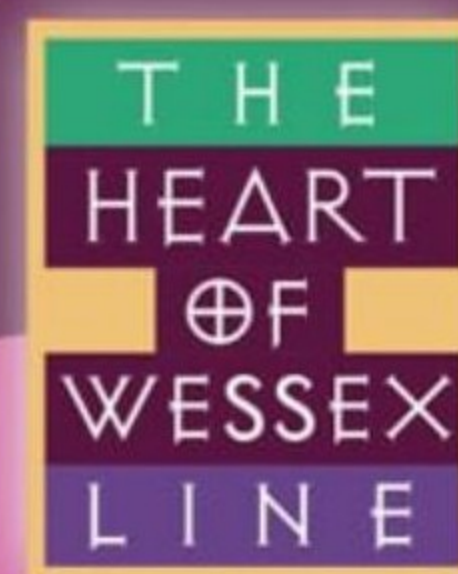
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(39-684ZDC) DCC onboard with lights – due June

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(35-825YSFX) DCC sound-fitted Deluxe

Getting Practical with...

TOOL

of the

MONTH

Razor Saw

Often described as an “X-Acto saw”, although this is just one of many brands, the razor saw has a thin (0.2mm) hardened and serrated, 5-inch-long blade, strengthened by a metal holder folded over the top edge, which fits in a red handle.

I find the most useful blades are the 42 or 46 TPI (Teeth Per Inch) versions, ideal for metal, resin and plastic. Occasionally, coarser (roughly 26 TPI) blades appear for wood cutting. To reduce the chance of bending the blade, the cut is on the pull stroke, but be careful when pushing the blade back through the material, as that’s when problems can occur.



Ask Phil

How do I fix cracks in my pathway?

I use a lot of DIY store wall filler when building up scenery, and if it’s very thick, the surface can crack as it dries. Normally, a bit more filler will take care of it; sometimes it’s quicker, easier, but perfectly realistic, to pop some glue in there, and sprinkle grass-coloured scatter material on. Then tell everyone that this is exactly what you meant to do, not a handy bodge!

New on the workbench

Tamiya low odor plastic cement

Building plastic kits can be a smelly job. Both traditional tube cement and solvents pong a bit. Most of us have grown immune to this, but anyone watching you work probably hasn’t. Tamiya has produced thin cement, a cross between tube stuff and solvent, for years. Now we have the low odour version. It seems to work well, possibly taking a little longer to fully set than Mek-Pak, but the joint seems perfectly strong. As a bonus, that bottle is hard to knock over, and there is a brush in the cap.





Michael Campbell



Michael Russell



Phil Parker



Ben Bucki

Making a roof vent

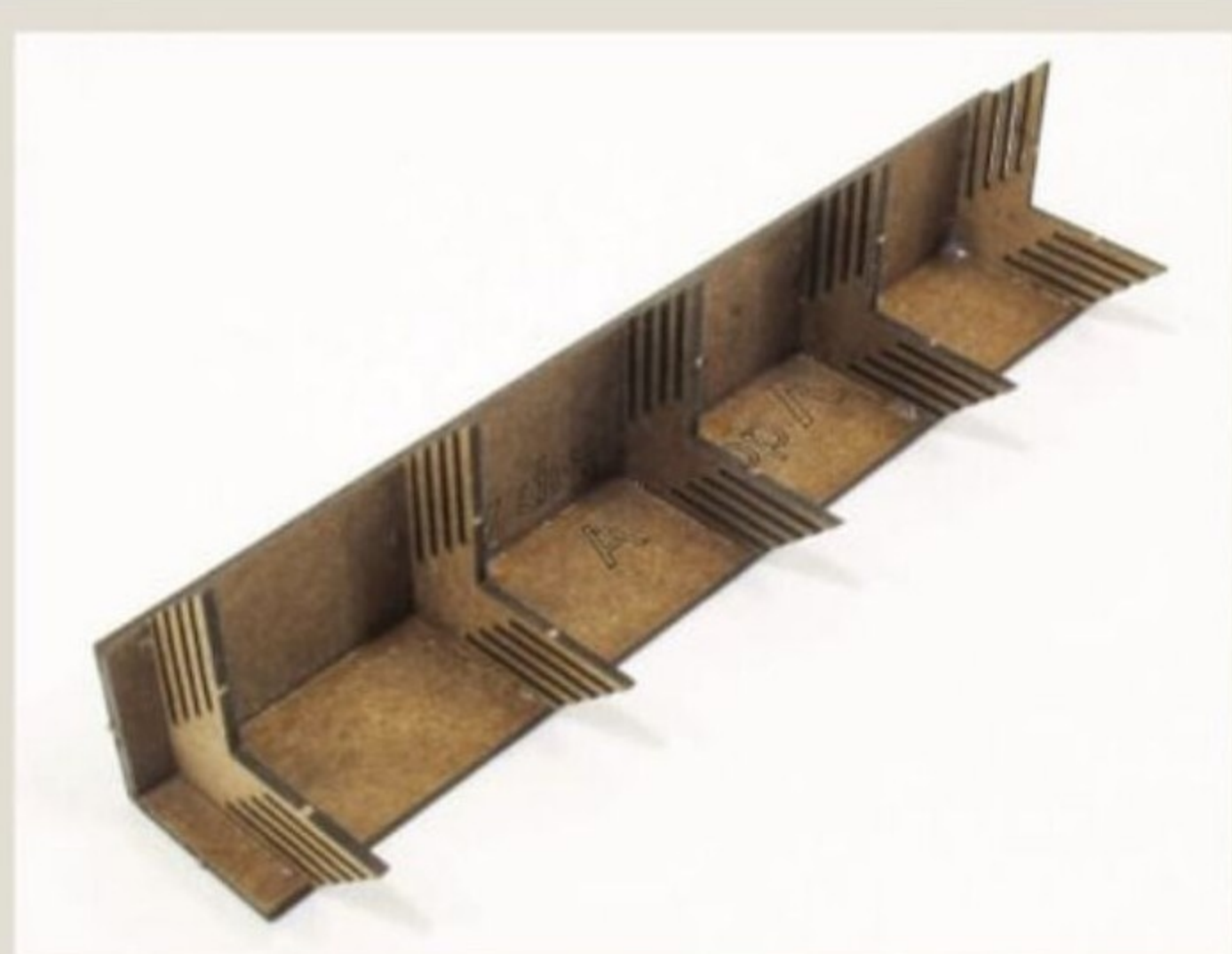
Lots of industrial buildings are topped with louvred roof vents. Modelling these by hand is really challenging, but the world of laser-cut kits comes to Phil Parker's rescue, turning it into a pretty easy job. We are building York Modelmaking's (www.yorkmodelrail.com) Roof Vent kit, but the process is similar for any laser-cut model.



1 Each pack contains parts for two vents, laser-cut into board. Parts are held in with tiny nibs, best seen from the back of the sheet. Use a thin, sharp knife to cut through these, to release each part, and lightly sand away any remaining nib.



2 I'm using Deluxe Materials Rokat Card glue for this project. A lot of people are surprised just how runny it is. The trick isn't to squirt the stuff from the bottle onto your model. Instead, put a few drops on a piece of plastic and transfer them to the joint with a small screwdriver.



3 All the parts slot together perfectly, but it's worth stopping at this point to let the glue dry fully. Feeding in the louvres is a lot easier if the rest of the model is firmly fixed together. Trying to juggle a mass of gluey card pieces is no fun!



4 Several options are provided for the ends, depending on the pitch of the roof you'll be installing the vent on. Once these and the tops of the vent are fitted, it's ready for paint. I'd recommend a spray rather than try to fiddle around with a paintbrush.



Build a narrow gauge girder bridge



Michael Campbell

THE NARROW gauge Glyn Valley Tramway ran alongside the road from Chirk to Glyn Ceiriog in mid-Wales, but crossed the river Ceiriog by its own bridges in a few places. At Dolywern, the line briefly left the roadside and crossed the river by a separate bridge, and another bridge was used by Pandy Mill above Gyn

Ceiriog to access nearby mines. Both these bridges still stand 90 years after the line closed and can be (just) made out on Google Street View. This laser-cut card kit by Dapol is based on these, which have a plate-girder design resting on stone abutments. I decided to base my model on the prototypes, painting the girder a similar dark green colour (although that may not be original) and the stonework a similar shade to local stone.

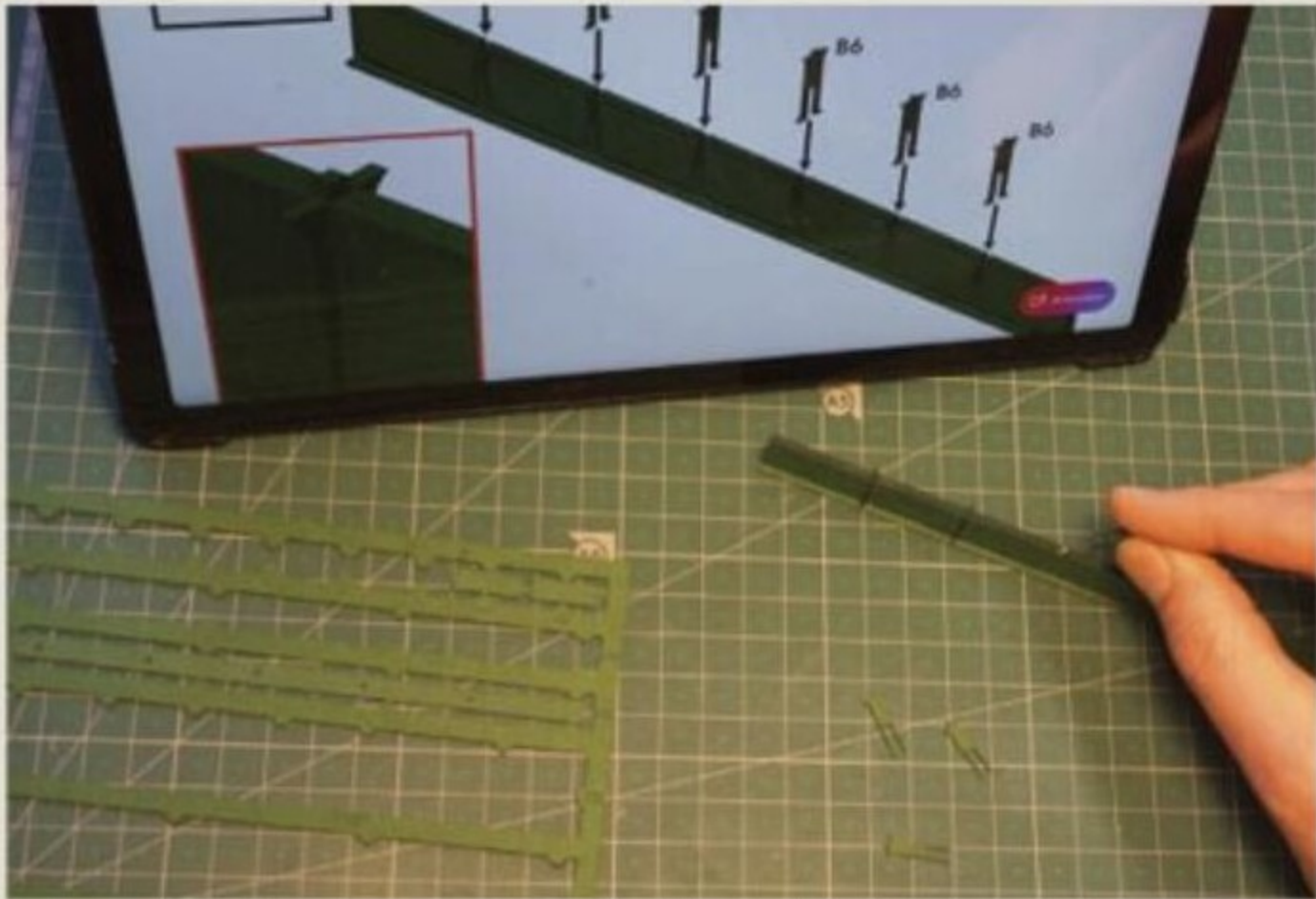
WHAT YOU NEED

Dapol

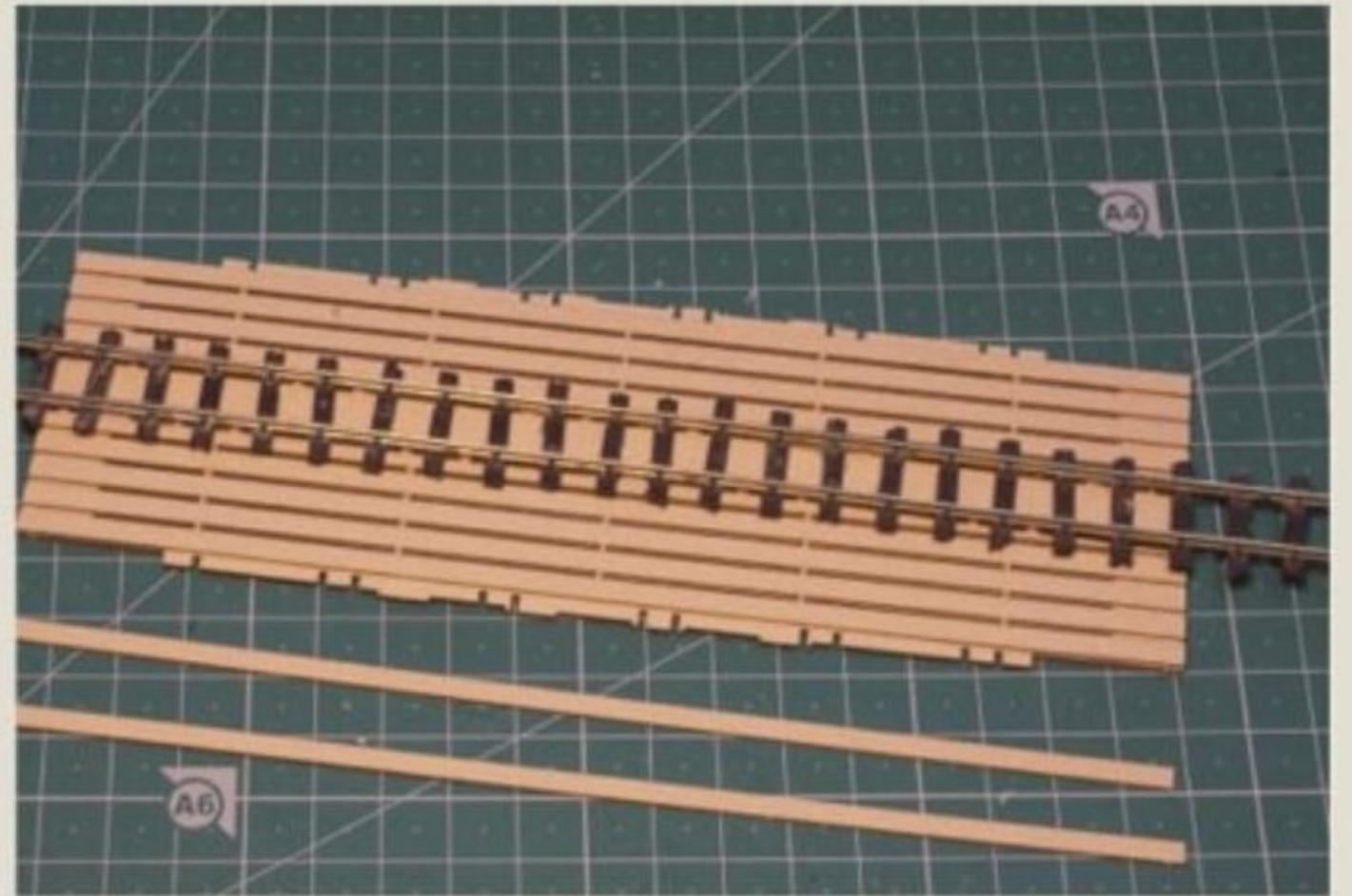
4B-000-003 Narrow Gauge Girder Bridge

Other

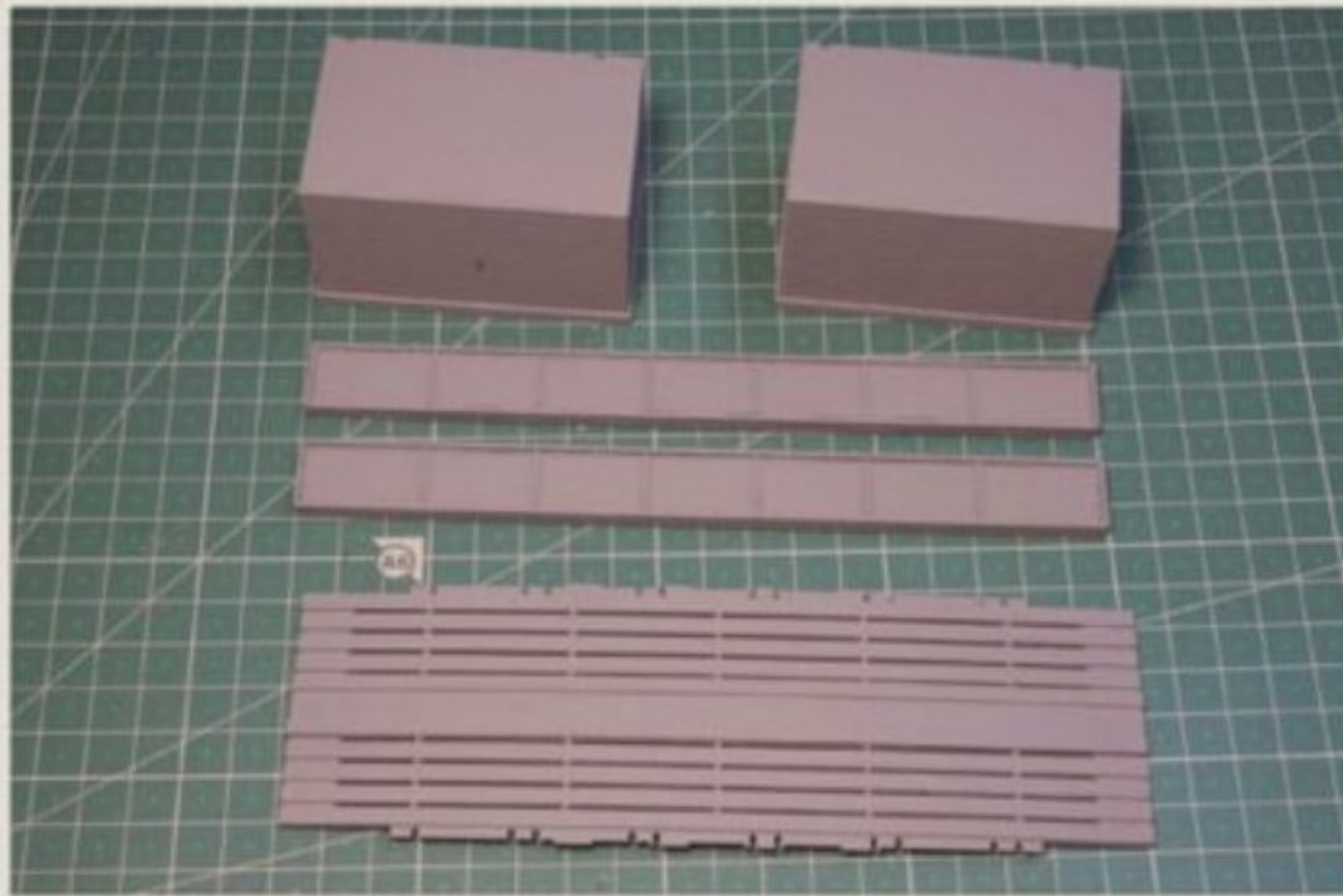
Modelling knife or scalpel, PVA glue, superglue, paints of choice (I used acrylics), automotive aerosol primer, kitchen towel, weathering powder, gloss super heavy acrylic medium gel, airbrush and compressor, polystyrene and track.



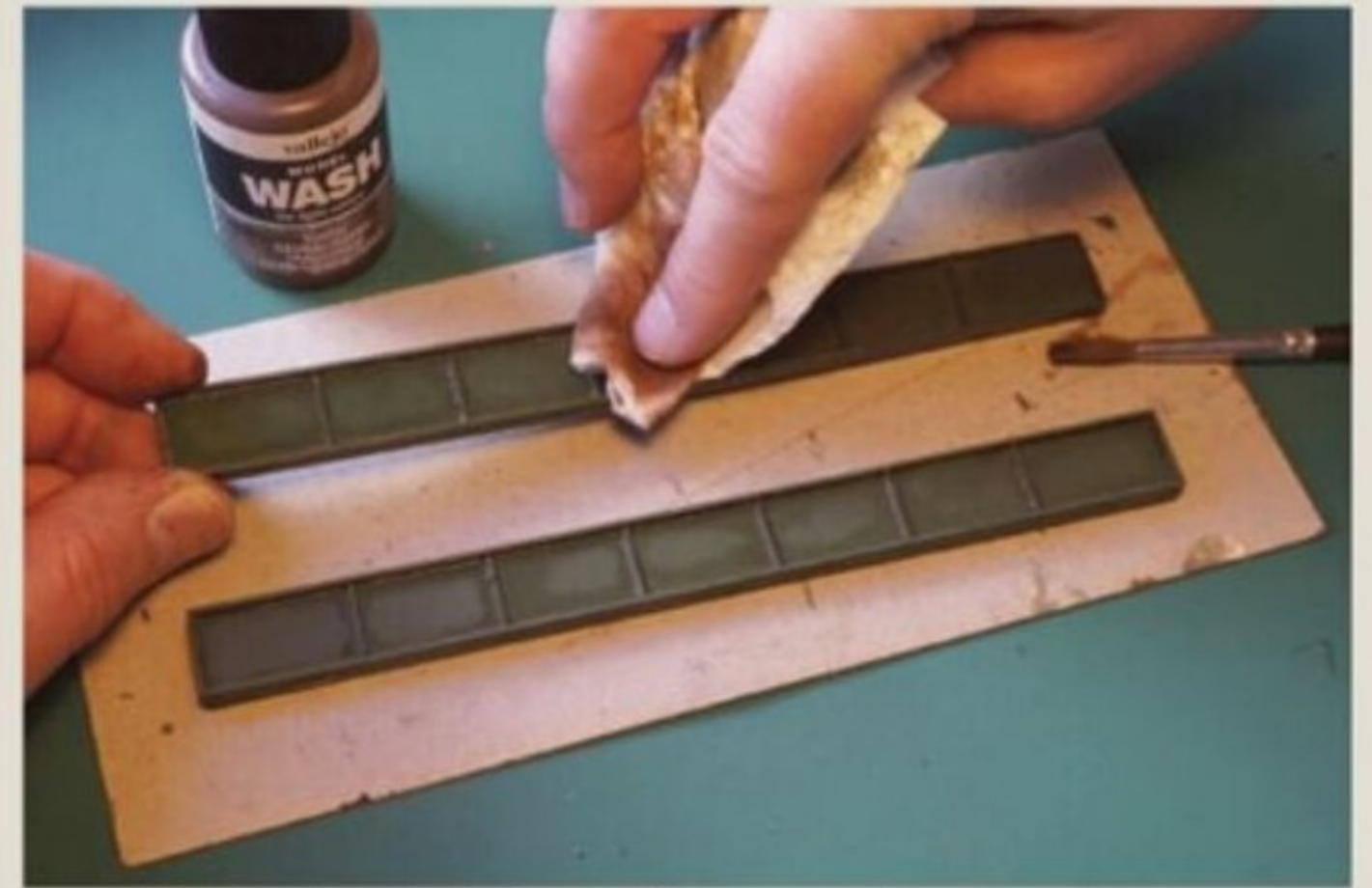
1 The card parts are cut out with a sharp knife and assembled with PVA glue, paying close attention to the downloadable instructions, particularly as some similar parts are handed.



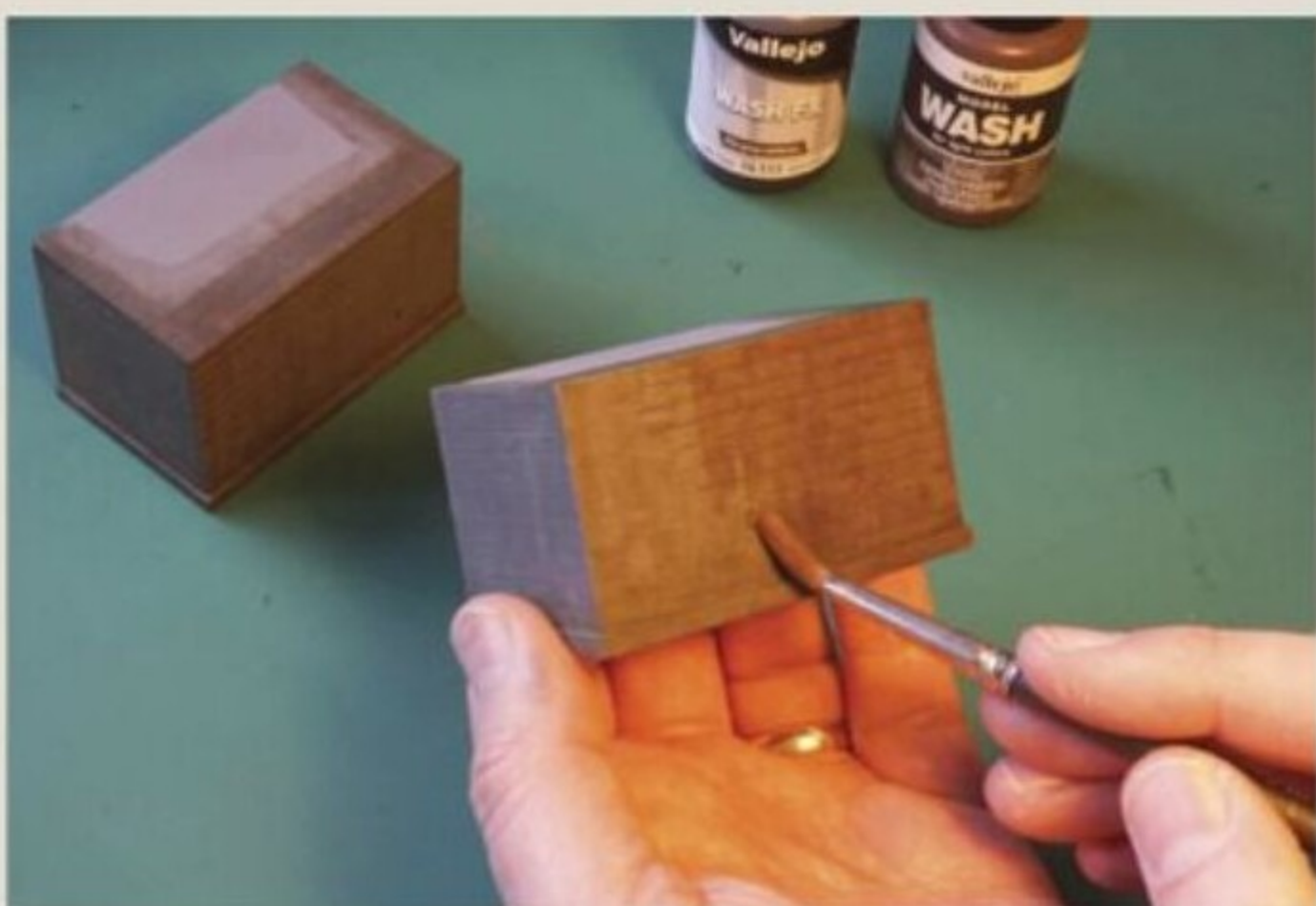
2 The deck can have track laid onto it, in which case it should be ballasted. Alternatively, the rails can be fixed directly to two longitudinal baulks fixed to the deck without ballast. I chose the latter, so cut away sleepers from the track.



3 I left the girders, deck, and abutments separate for ease of painting. I started with aerosol automotive primer to seal the surface, which avoids warping when using water-based paint and makes the overall painting easier.



4 The girders had three thin coats of green paint so as not to obscure the rivet detail. I then applied a brown wash, dabbing it off the plates and gently wiping the tops with a kitchen towel. This leaves dirty shadows around panel edges and emphasises the rivets.



5 The stonework was first painted a yellowish-grey, and then dry-brushed with increasingly darker grey-browns in a mostly vertical direction, aiming for the effect seen in local stone. Finally, a brown wash was applied and any excess wiped off with a damp brush to emphasise the courses.



6 The deck had a thin coat of dark brown, allowing the grey primer to show through. It was then dry-brushed with pale brown and grey to give a weathered, creosoted timber effect. A light dusting of weathering powder provides some variation.

Getting Practical



7 The girders were then carefully fixed to the deck using PVA glue. Having double checked the girders were completely vertical, I left this to dry overnight with weights on the ends of the deck to ensure it remained flat.



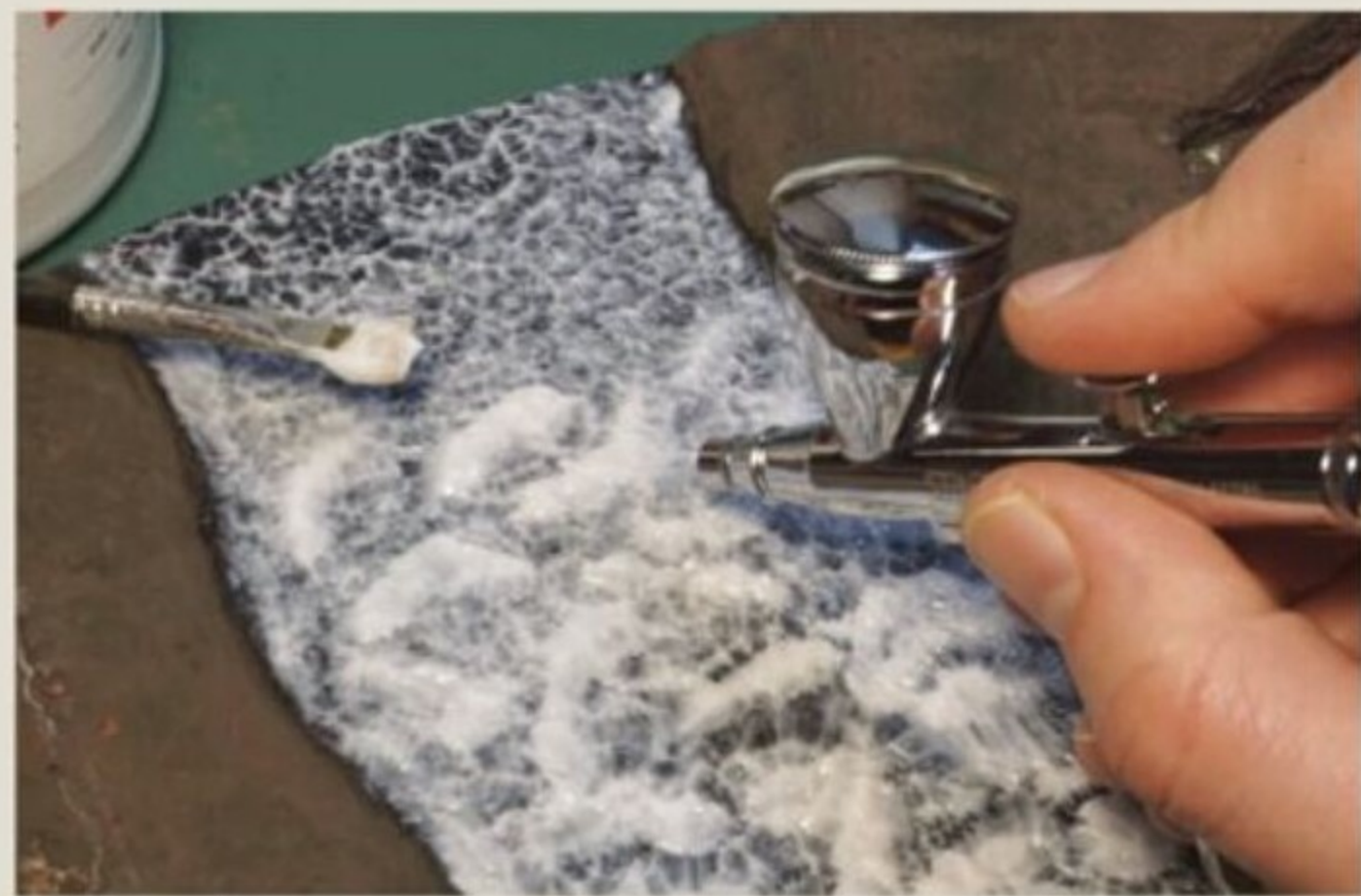
8 The abutments were positioned on the riverbanks, which are carved from expanded polystyrene. With the rails directly on the deck baulks and sleepers on the track bed, the abutments need to be about 2mm below the track bed for the deck height to be correct.



9 The river is best modelled before fixing the bridge in place! The riverbed was painted muddy brown, and then a very deep brown along the centre, which was washed out to the edges, so it blends into the muddy colour at the banks.



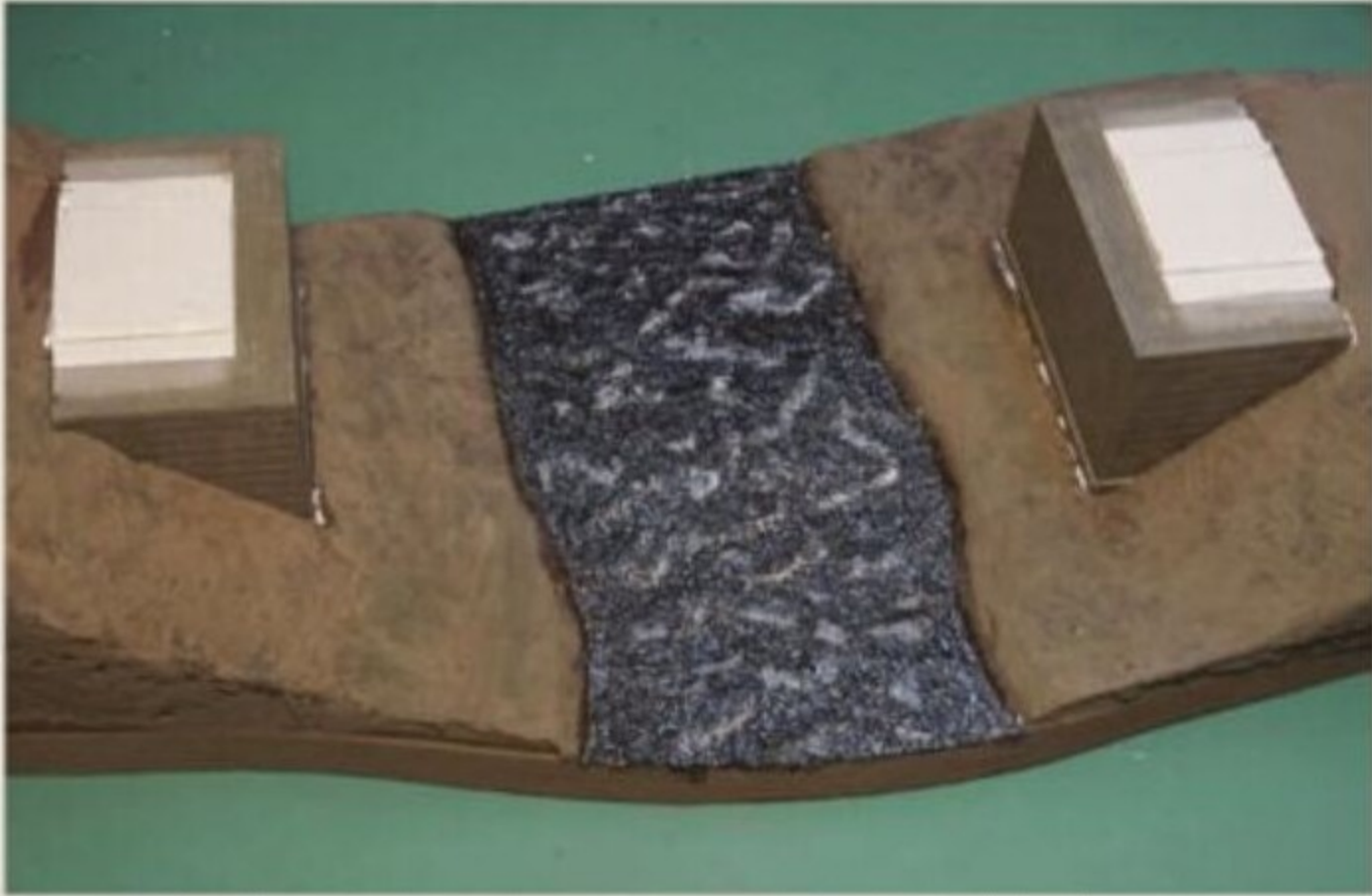
10 The River Ceiriog is fast-flowing and turbulent, with waves in all directions and white water. I used Gloss Super Heavy Gel acrylic medium, which was first stippled over the river with an old, stiff brush. This creates a choppy surface.



11 Next, a flat brush was used to create ridges in wave patterns. I used my airbrush at about 30psi, without paint, to blow the ridges into wave effects. After an hour or so, when the medium is still soft, waves can be further manipulated with a damp brush.



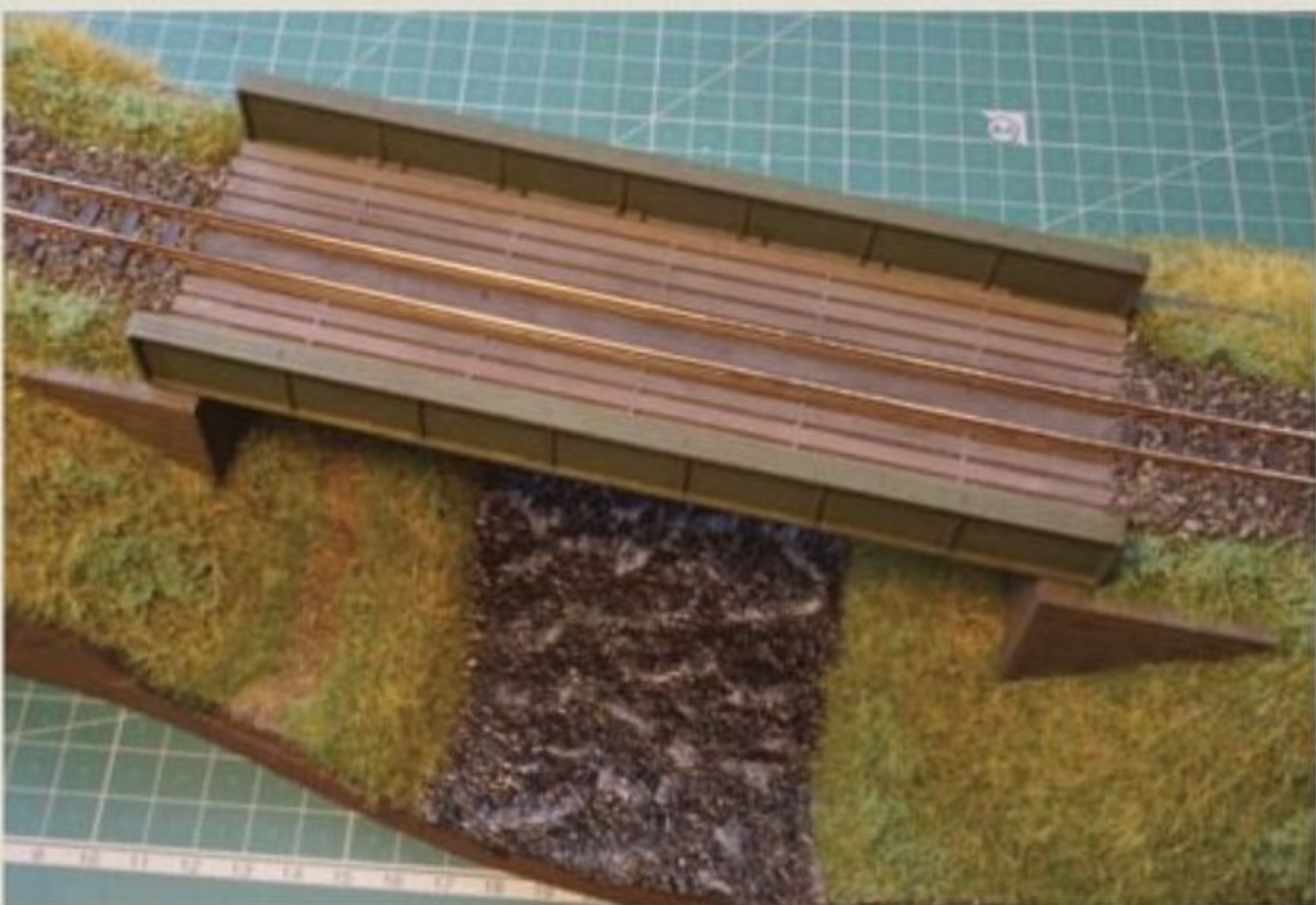
12 It doesn't matter if the larger waves are cloudy when dry; in fact, more white water was needed to help the waves look more realistic, so I dry-brushed a little white acrylic paint onto the waves and I am really pleased with the final effect.



13 The abutments were glued in place into the scenery, which had been shaped from expanded polystyrene to accommodate them naturally, covered in kitchen towel, and painted brown. Two layers of card, cut from the packaging backing, brought their top surface up to the track bed level.



14 With the middle sleepers removed and the rails painted rusty brown, I cut a 9mm wide strip of 1mm plastic sheet to keep the rails straight and to gauge. A couple of clothes pegs held the rails to the plastic while they were superglued to the deck baulks.



15 Once the scenery below the bridge was complete, I glued the deck to the abutments, and the outer ends of the track were glued to the track bed. The track was then ballasted up to the end of the bridge deck, but no ballast is needed on the bridge.



16 This kit is based on a widely used design, so is suited to freelance lines set almost anywhere. It would be easy to adapt, with abutments made from a different material and/or height, and could span a canal, or road instead of a river to suit your layout.

A railway bridge makes an attractive feature on any layout.



Getting Practical



After painting and fitting windows and doors, I finished with a little smoke over the door and added a working wall lamp, which will be wired up later. This bespoke building exactly fits a space on the layout, and is unique, but wasn't difficult to make.

Scratch-build an industrial warehouse



Michael Campbell

WE ARE spoiled with a wide range of kits and even ready-made buildings, especially in OO scale, but sometimes you need something to fit a specific space or purpose. I wanted a low-relief, small warehouse set at a slight angle.

Materials such as those made by Wills and Slater's help make scratch-building structures relatively easy. The materials list looks long, but most were already in my stash and provide for many building projects, and often, you can work with the materials you have to hand.

WHAT YOU NEED

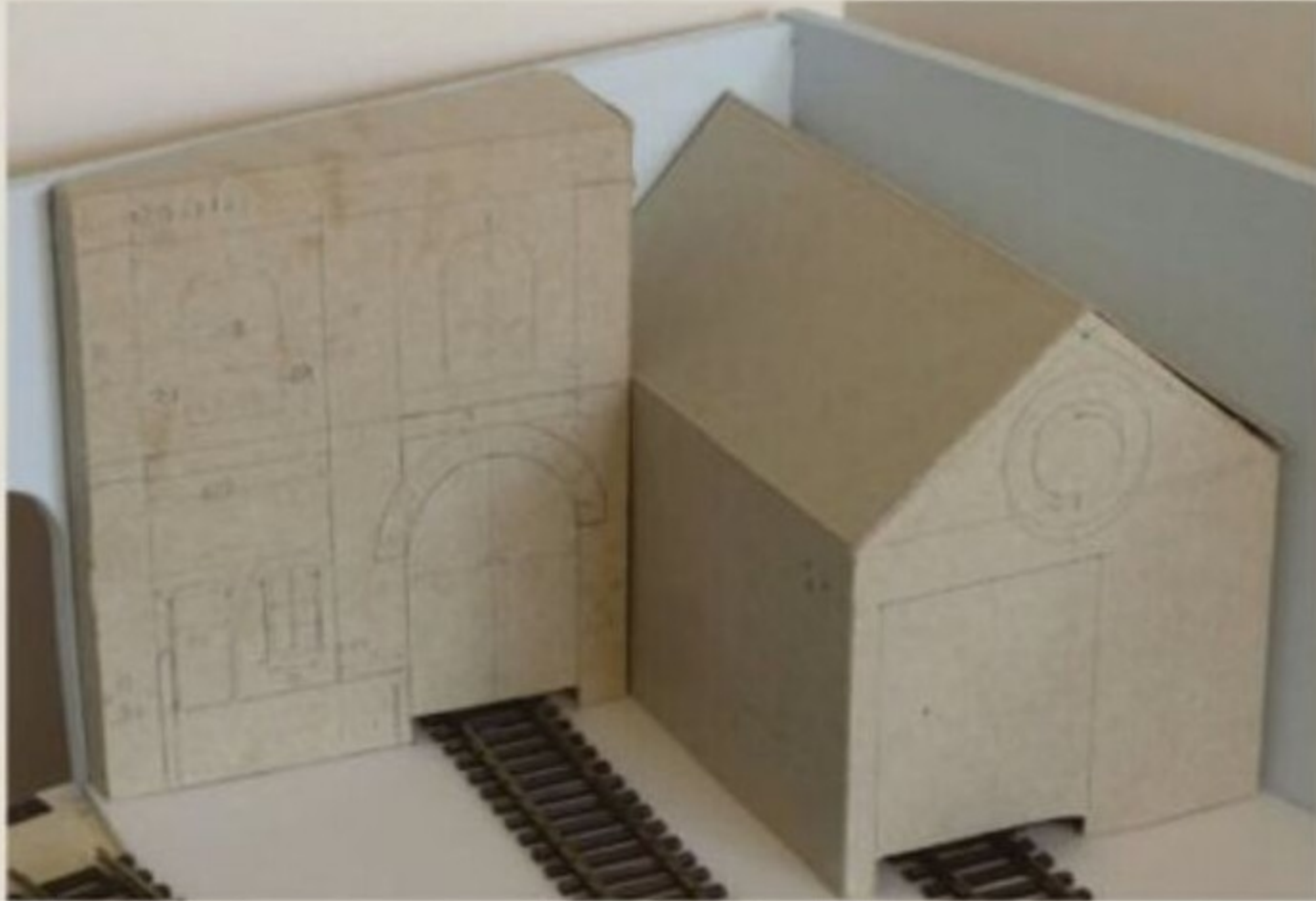
Model Railway Scenes
3-Volt Swan Neck Lamp

Slaters
Plastikard 0433 2mm planking, Styrene sheet in 1mm and 0.5mm

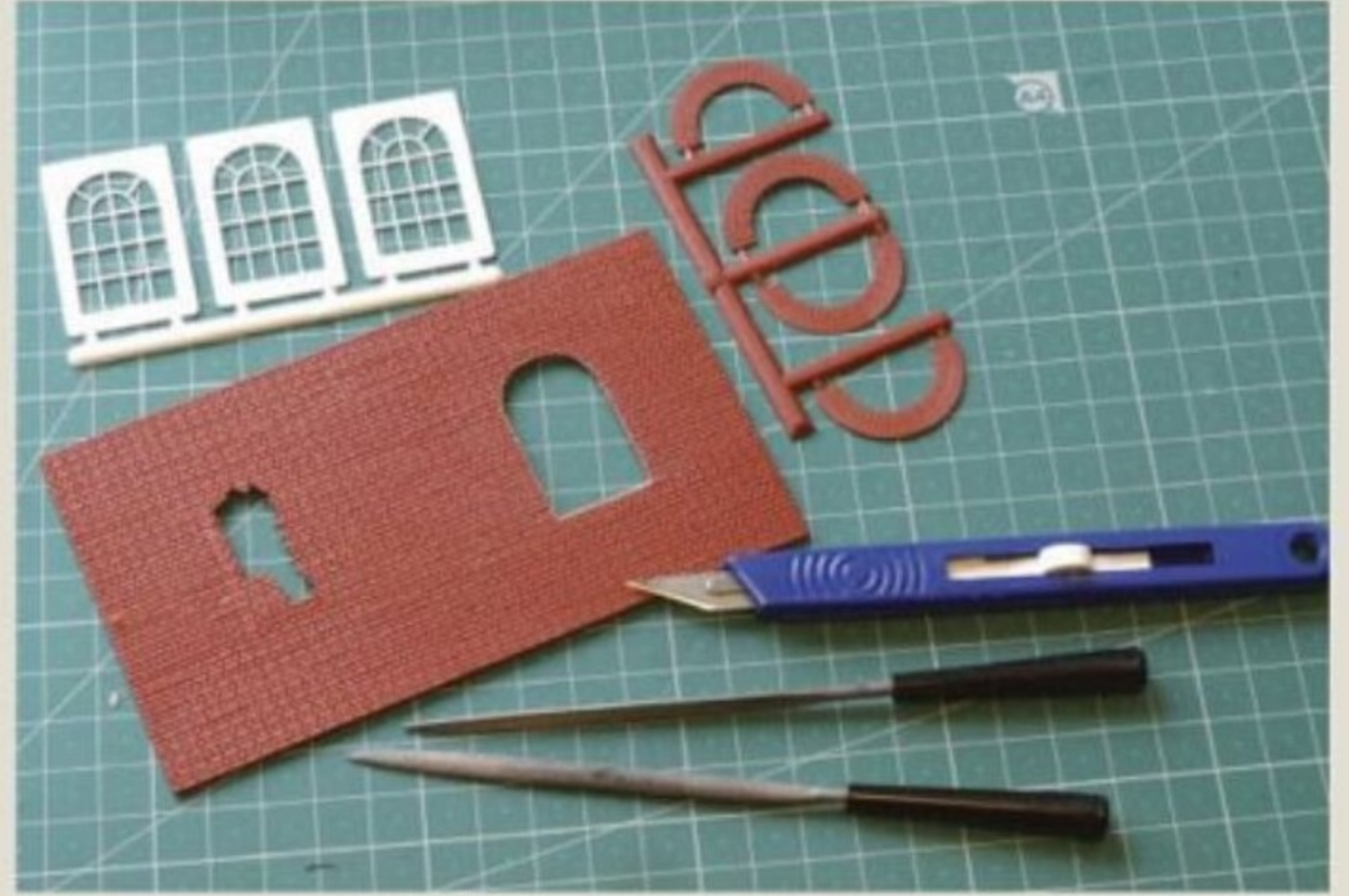
Wills
SSMP227 Brickwork, English Bond, SS71 Round Top Windows Set, SS55 Brick Arch Overlays, SS46 Building Details, Pack A - SSMP221 Victoria

Stone Paving, plastic window moulding

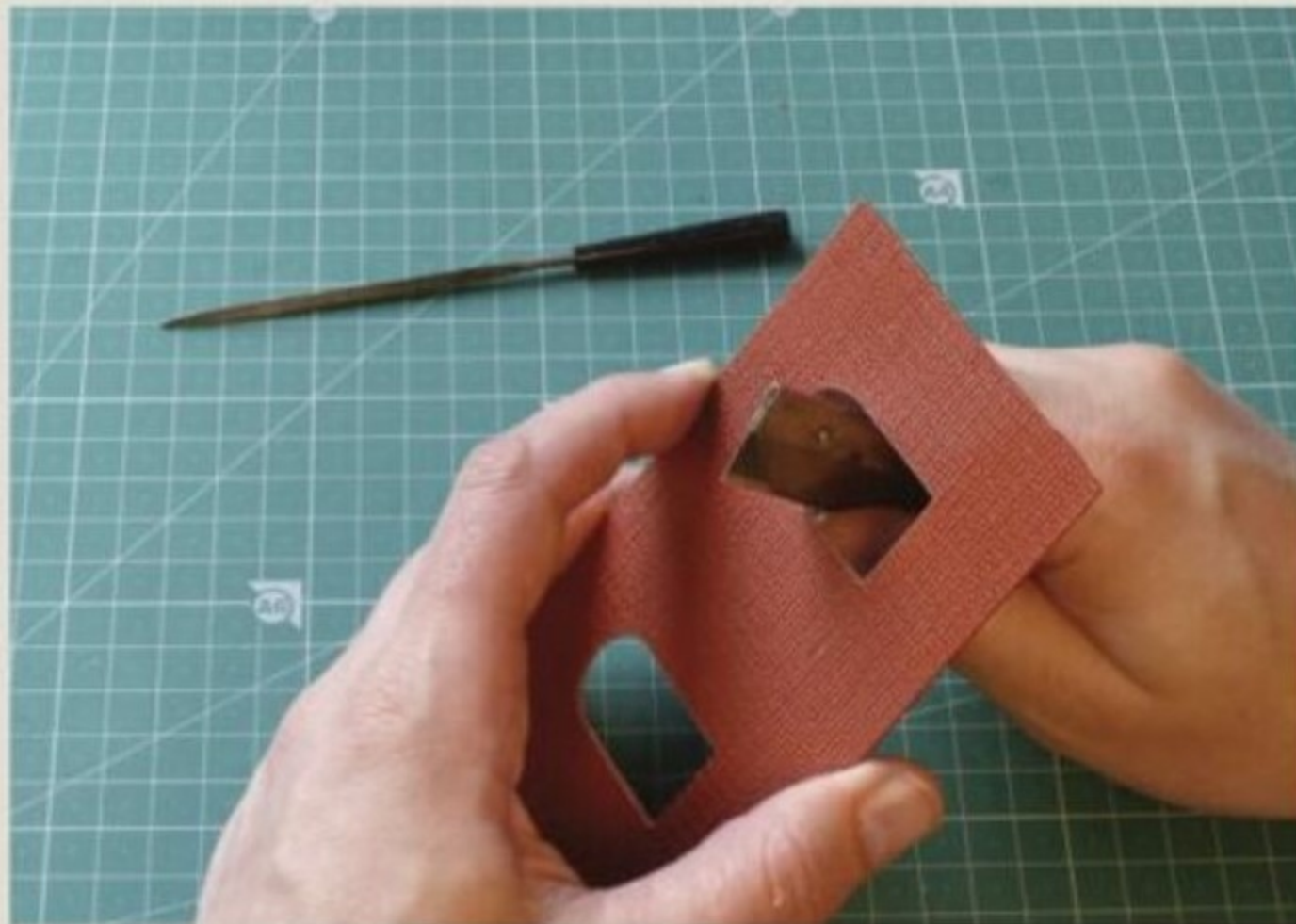
Other
Styrene strip (Microstrip) and rod (Microrod), clear plastic sheet for glazing, scalpel or craft knife, steel rule, calliper, large file, small files, razor saw, coping saw, liquid plastic cement, automotive primer (red oxide and grey) and paints of choice (I used acrylics)



1 A mock-up is a great way to check how a proposed building will fit physically and aesthetically. I use cereal packet card, with the positions of windows and doors drawn on, and key dimensions marked out to refer to later.



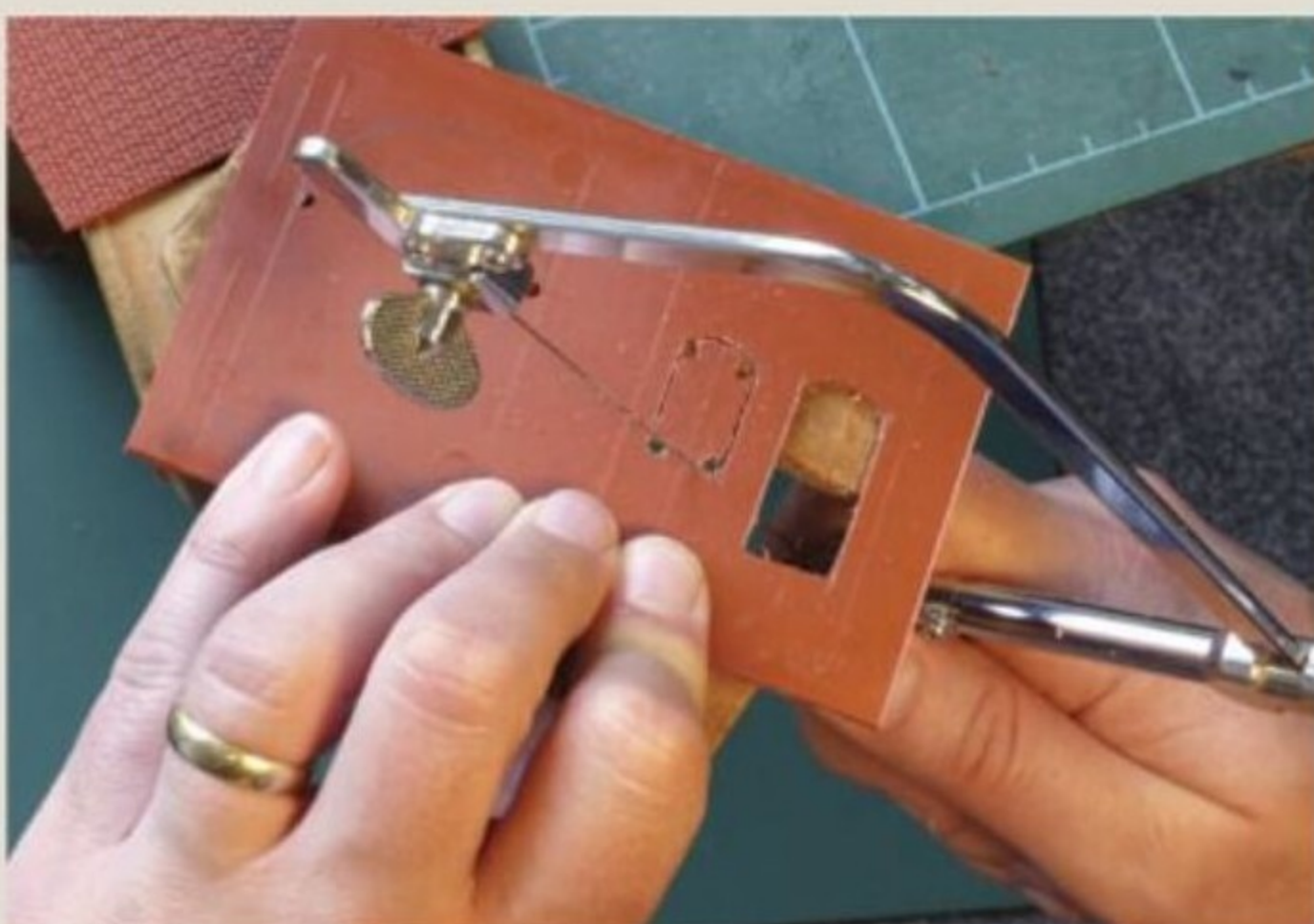
2 I'm using Wills English Bond brick sheets. The round top window set has a brick wall panel with openings moulded in, which needs flash removing, and moulded arch detail as well as the windows.



3 Brick courses are continued around the openings with a stroke of a razor saw blade or the corner of a triangular file. I also chamfered the row of bricks at the bottom of the window opening with a file.



4 Mark out all dimensions from one edge to avoid cumulative errors. I used a digital calliper to mark out; the jaw leaves a faint score when dragged along the surface. A score mark is more accurate than a pencil line, too.

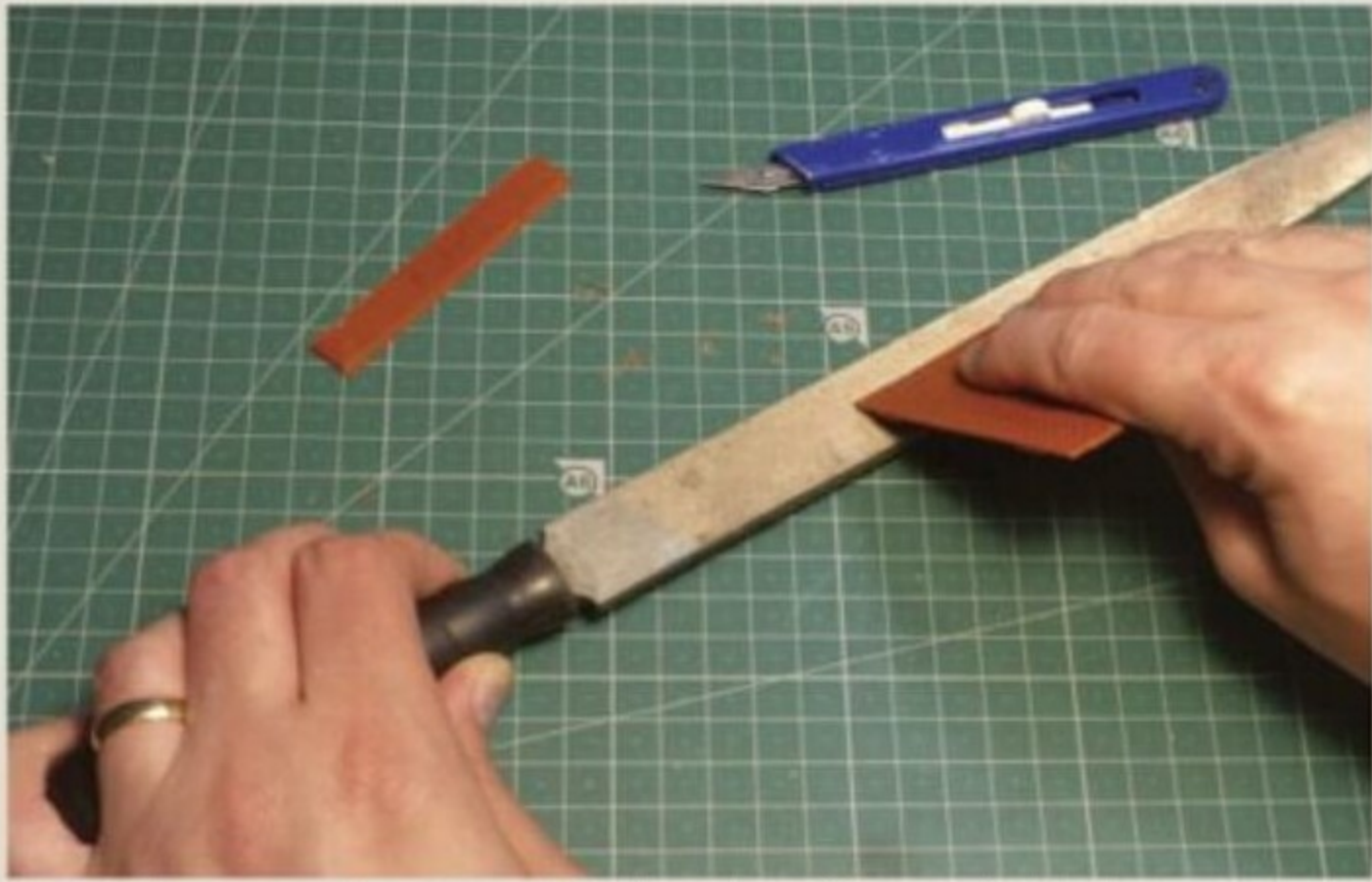


5 Other windows and doors need cutting out. Drill a 2mm hole, pass through a coping saw blade, and cut within the markings. I've a homemade V-shape wooden support for this job. Clean up the cut with a knife and files and mark in the brick courses.



6 Straight cuts are made with a scalpel and steel rule. After a few cuts, flex the plastic, causing a white line on the reverse, then make a few cuts along that then snap apart. Here are all the brick parts laid out, including the raised areas.

Getting Practical



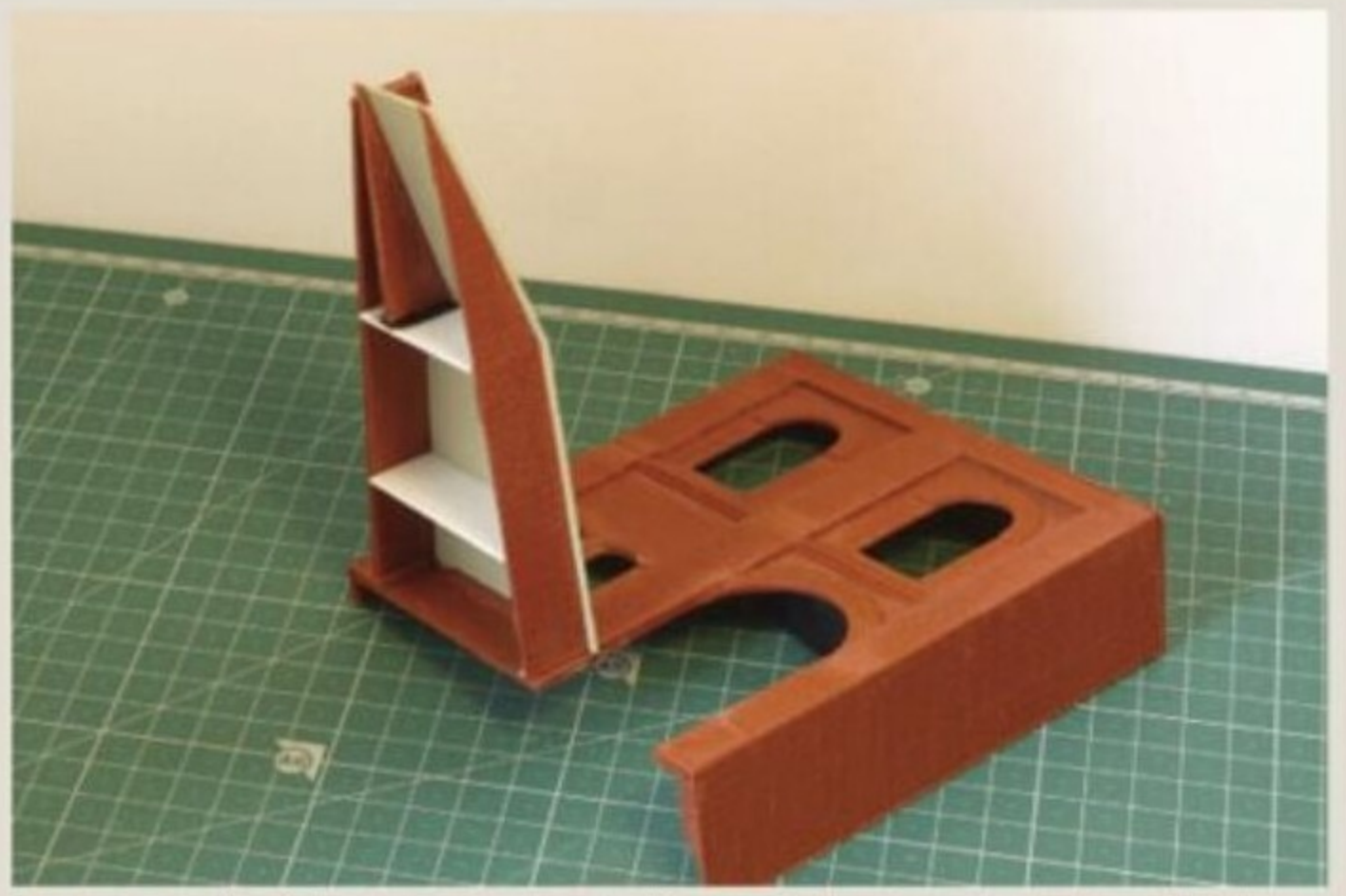
7 Corner edges need to be chamfered at 45 degrees. I start with a scalpel, then use a big file on the bench, drawing the plastic along it. The soft plastic is quickly shaped. Try the pieces together until a neat 90-degree fit is achieved.



8 The parts are then assembled like a kit. The arch-top windows are used on the top floor, while other doors and windows use the brick arch overlays of different radii, and the horizontal band of raised brick is from the building details pack.



9 A floor and ceiling cut from black styrene help strengthen this low-relief model. I decided on a shallow-pitch metal roof, simply made from styrene sheet, with microstrip seams and microrod ridge. The wall capping is also from the building details pack.



10 I added a goods platform with a surface from Wills paving onto brick walls, with styrene supports underneath. The rear wall extends up behind the platform and is also finished with capping from the building details pack.



11 Doors are cut from 2mm planking, with a door frame from 0.5mm styrene. The window is a Dornplas one from my bits box, to which I added a piece of styrene cut to the arched top of the opening. These and the large arched windows were fitted after painting.



12 The roof and platform were primed with grey, then masked, and the brickwork primed in red oxide. The red primer is the brick base colour, with the arches and a few bricks picked out in different shades. A mortar colour was sloshed on, then wiped diagonally off the surface.



Upgrade an older diesel locomotive



Michael Russell

WITH A little effort, older models can be improved to run alongside contemporary ones. In the process of improvement, you can often save some money, get a livery that isn't available and have an emotional investment in your model. Indeed, if I buy something off the shelf, then I feel a little embarrassed at taking any credit for it, as it is the work of someone else. If I have changed it, even in a small way, I do feel that I have claimed ownership to some degree and have formed a closer attachment.

The models that I have done the most work on are the ones I have the strongest desire to retain. For example, the headcode used in this instance is a homage to my first Class 37, the Tri-ang version that I owned many years ago.

Since this locomotive is destined for DCC operation, rather than fit extra pick-ups, I decided to fit a stay alive at some point in the future to ensure good running. The 3D-printed parts could also be made with Plastikard, or you can buy many of them as upgrade kits. The printer files used in the production of this model are available for download at https://www.printables.com/@MJRRailway_3705112.

WHAT YOU NEED

Bachmann

Class 37 (2008) version

Other

Black & grey acrylic paint, metal primer, grey aerosol primer, stripboard, FDM 3D printer with PLA filament (optional), drills up to 1.4mm, hand drill, modelling knife, bradawl, small paintbrushes, cross-point screwdriver

Getting Practical



1 The end body support pillars were removed when fitting lights and these were reinstated by making new mounting boards. They also act as spacers to ensure correct buffer height. Because the holes may be slightly misaligned, each was hand-drilled after marking with a bradawl.



2 New two cab back parts were designed in Tinkercad, 3D printed and glued back-to-back. One half has cab pipe detail and the other a support for the fan housing as one mounting point has to be sacrificed to provide room for the cab back.



3 A new fan was designed in Tinkercad and printed on an FDM 3D printer, but could also be made with Plastikard. A single blade was drawn and then a copy mirrored about a centre point. These were then rotated and duplicated to add the other blades.



4 Drill out the existing cab horns using a .5mm drill. Provide plenty of support for the horns while performing this operation by holding them with a thumb. A dab of black paint will complete the alteration. Pare off the air horn fixing tabs where they show through inside.



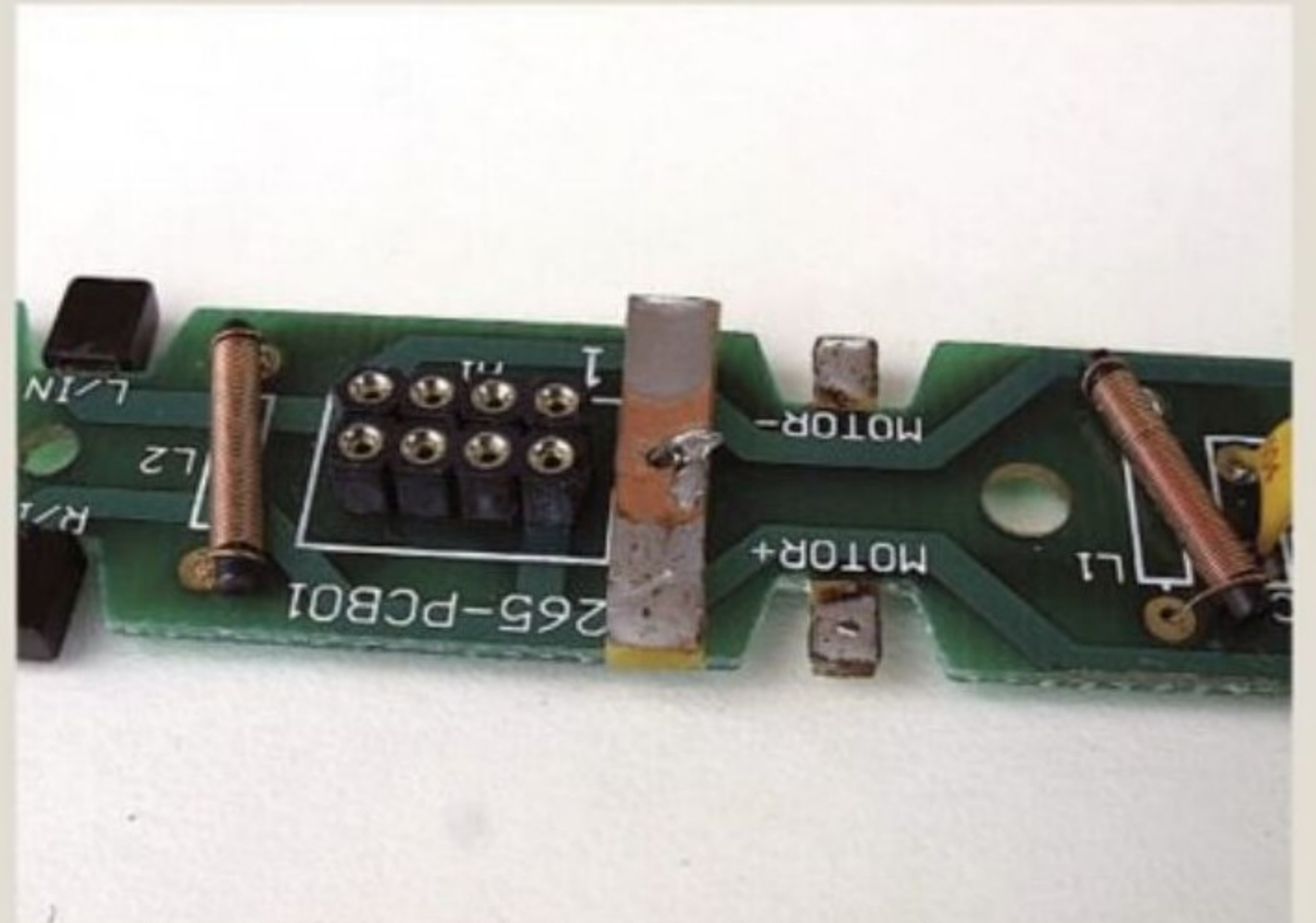
5 Flat lighting boards are difficult to fit to the curved cab fronts, so I designed brackets in Tinkercad, which were printed with an FDM printer in black PLA. They also prevent unwanted light bleed.



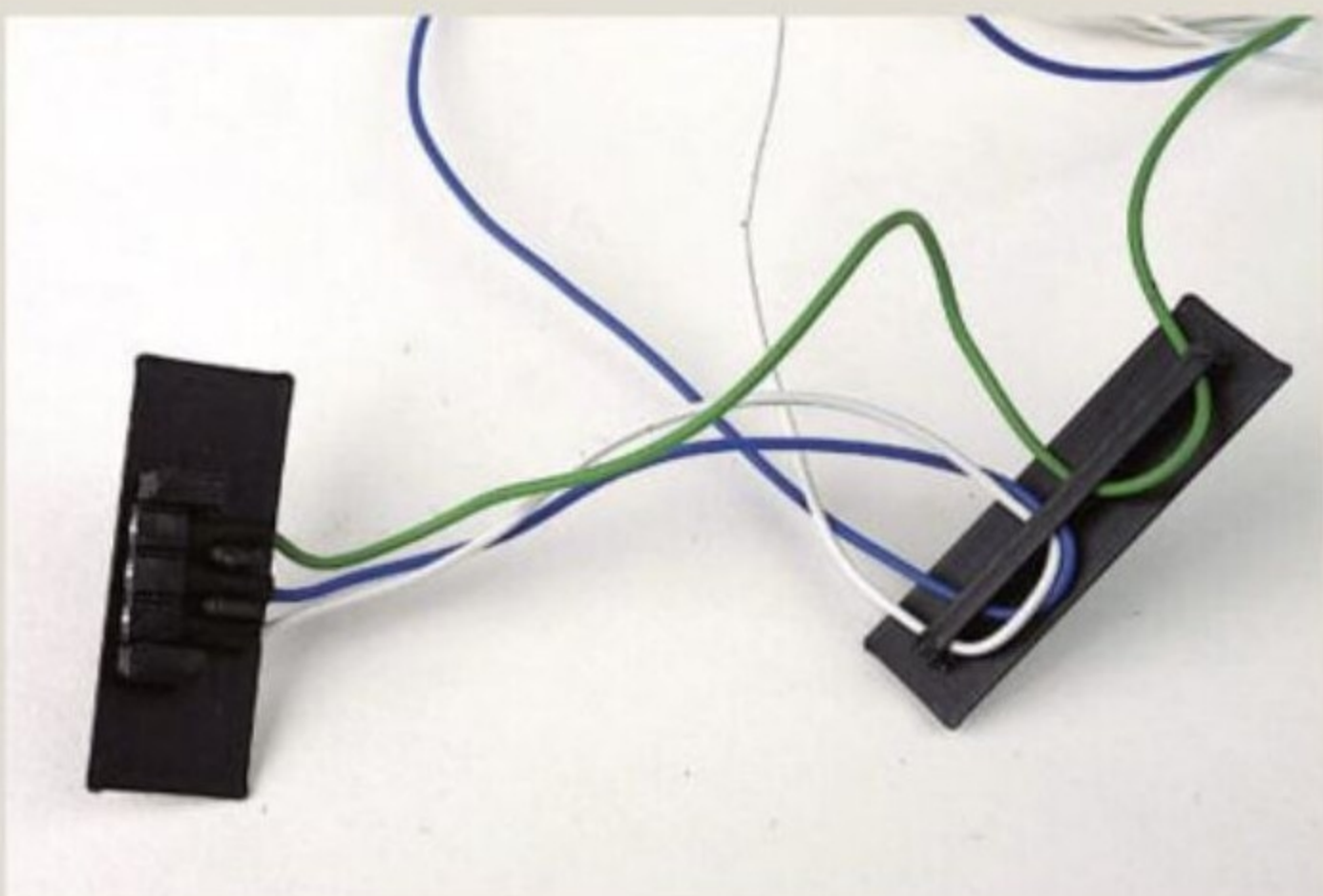
6 To improve the cabs, trim off the seat backs, spray with a grey primer and, when dry, add dark grey for the floor and black for the instrument panel. New seats were 3D-printed in black PLA.



7 Paint wheels and visible pick up areas with a metal primer. When dry, recoat in black. At the same time, paint the chassis body sides where the side windows are located. Use grey on any wires that show in the cab.



8 The circuit board has no provision for lighting. A useful upgrade is to glue a piece of stripboard on top and connect this to the positive feed (pin 7) as multiple connections are required, for example, for lights and stay-alive capacitor units.



9 Space is often scarce and so it pays to be neat with your wiring. Two brackets were 3D-printed to hold the wires away from the bogies and to stop them from impeding body fitment. One bracket holds the pin sockets for the lights and the other helps to form return loops in the wires.



10 The connections from the front light simply plug in place. Note the two new brackets on the cab sides to help guide the return wires along the body sides. Wiring needs plenty of forethought to match the pin connections on the main circuit board and so make a neat job.

CONCLUSION

This project shows that there are models available to suit all pockets and that you can still have worthwhile ones even if they aren't the latest available. The view is often espoused that you must have the latest version of a model because an older one has some slight defect. Often, however, these defects are trivial and go unnoticed by the vast majority. Instead, concentrate on issues that cry out 'model'. In this instance, the silver wheel picks-ups were the biggest distraction for me, but were easily fixed with a little paint. Weathering is another big factor in realism, much more so than detail. Even a budget offering can be made to look quite presentable.



DIESEL LIGHTING

Diesel lighting is sometimes wired so that the indicator lights and marker lights (red) are controlled solely by the locomotive direction. This is fine with the former, but not for the latter, as the marker lights should indicate the rear of a train and are inappropriate unless the unit is the last vehicle in a rake or is light engine. Instead, wire the marker lights independently, for example, F1 for number one end (where the cooler equipment, e.g. fan, is on most diesels) and F2 for number two end. On early diesels, you should really have each marker light independently controlled, since only one would be on at a time, but you'll need a decoder with lots of functions for this.

Getting Practical



BEILHACK ZZA SNOWPLOUGH
1:76.2 SCALE/OO GAUGE MODEL



4-STEP WEATHERING: The Beilhack Snowploughs



Darius Aibara

THE BEILHACK snowploughs (TOPS code ZZA) were introduced by British Rail in the early-1980s and were constructed using redundant bogies from withdrawn Class 40 and 45 locomotives. Plough blades made by the German company Beilhack were mounted at the inner end, with the original loco buffer beam remaining at the outer end. OO gauge models of the ZZA were originally released by Hattons and have subsequently been reissued by Accurascale. In this article, I will show how to weather the Accurascale models.

WHAT YOU NEED

Accurascale

Beilhack Snowplough ZZA
ADB965578/579 'Stratford Shark'

Other

Weathering pencils, white acrylic paint, dark grey enamel paint, fine paint brush, large flat brush



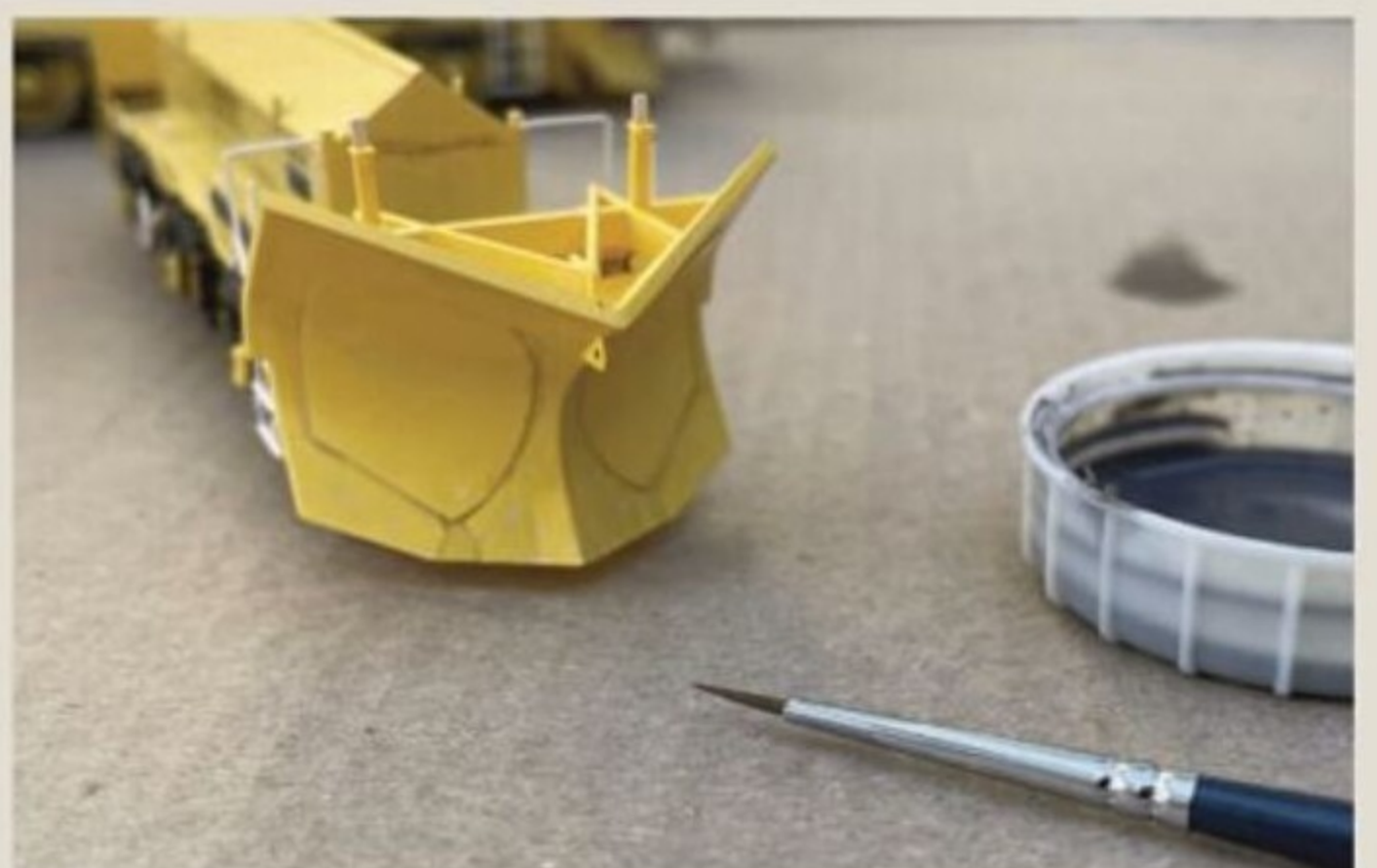
1 Photos show the ZZA snowploughs to have been in relatively good condition while in service, with faded yellow paintwork being common, along with small amounts of rust on the chassis and bodywork joints. I faded the bright yellow paintwork by applying a diluted wash of acrylic white paint and then dry-brushing it away with a large flat-edged brush using downward strokes.



2 The faded paint effect is quite subtle, and the difference after one application and the removal of the white acrylic paint wash can be seen here. Additional wash/removals can be undertaken until you have achieved the desired faded look. Always remember that the key to weathering is less is more.



3 Rust patches were applied using weathering pencils. These are especially useful and can apply small streaks and patches of "rust" that, I have found, are not really easy to do with dry-brushing paint or weathering powders. I used a dark rust pencil as the colour best matched the rust visible in photos of the prototype.



4 The plough blades appear in good condition in photos, so I only "faded" the rear frame paintwork. Photos of the blade front showed dirt accumulated in the large panels on the face of the blades, with a small number of dirt runoff streaks on the lower edges. Use a very thin dark grey enamel wash applied with a fine brush. Any excess wash can be wiped away before it dries.

CONCLUSION

The completed models. Weathering the ZZA is a relatively quick process, as the prototypes were not heavily weathered. The main focus is fading the bright yellow paint of the pristine model. This alone, in my opinion, makes the models look more realistic.



Getting Practical



Going Miniature



Ben Bucki

MINIATURE RAILWAYS are perhaps one of the more positive ways that the general public (especially people who might otherwise rarely, if ever, use the main line railway) interact with trains. Their small scale gives a certain welcoming and unthreatening aspect, as well as the fact that they're generally associated with pleasure and recreation, cropping up at amusement

parks, pleasure gardens, preserved stately homes and, of course, the seaside. The engineering can be very impressive, and no less complex for being smaller in scale.

There isn't really anything available ready-to-run to accurately model a miniature line, but I'd say that's part of the fun - improvising and converting models from other scales and gauges. I've been able to put together this diorama, using some nice budget Japanese-manufactured components from the Rokuhan 'Shorty' range, and a lot of recycled bits from old projects. Truth be told, using Z trains in OO is probably a bit overscale for a back-garden line such as I've modelled, but they're dependable, compact, and the track is of a suitably tight radius to fit a compact space. OK, it's a bit of a novelty and a little bit twee, but it was an enjoyable build and will add a bit of animation to a bigger layout. By upcycling wherever possible, I was able to model the scene for less than the RRP of a modern OO diesel locomotive.

WHAT YOU NEED

Citadel Acrylics

Celestra Grey, Abaddon Black, Mephiston Red, Phalanx Yellow, White Scar, Mournfang Brown, Corax White, Nuln Oil (wash), Agrax Earthshade (wash)

Dapol

Airfix Detached House Kit

Gaugemaster

Summer Scenic Grass Mat, GM139 Flowerbeds Blue/Yellow

Javis

No.2 Mid Green Coarse Grass

Katy Sue Designs

'Flower Soft' (various colours)

Metcalf Models

PO513 Children's Playground

Rokuhan

Z Scale R022 Left-hand turnout, Z Scale R024 Straight Track, Z Scale SS002-1 Z Shorty Mini Layout Set (Tunnel Type) (Z Scale), Z Scale ST012-4 Z Shorty EMD F7 SOUTHERN 2 Cars

Set, Z Scale SA003-1 Z Shorty Trailer Chassis Normal Type

Scenics.com

6mm Mixed Flower Tufts

Slaters

Plastikard embossed flagstone sheets, various, Plastikard, various types of channels and sections (from scraps)

Wills

SS20 Greenhouse and Cold Frames, SS13 Domestic Garage, SSMP210 Crazy Paving, SSMP200 Coarse Stone Sheets

Woodland Scenics

Bushes (Light Green), Lichen, (Medium Green)

Other

Planting tray, second-hand figures, superglue, Rocket PVA, various paintbrushes, razor saw, scalpel/craft knife, steel rule, hot glue gun, scalpel size 22 blade

PROTOTYPES

There's a wide variety when it comes to miniature lines, from the location and setting, to the motive power, scale and gauge. From rough-approximations to scale models, steam, steam-outline, all manner of petrol/diesel/hydraulic combinations, electric or battery, home-made or (relatively) mass-manufactured trains... You really can let your imagination run wild.



You can't get much closer to the beach than the Fairbourne Railway does. Trains are 12 ¼ in gauge, and the principal motive power is a quartet of wonderful replicas of larger NG machines, like this rendition of a Darjeeling and Himalaya Railway B-Class.



Shibden Park, near Halifax, has a nicely complex railway. Worked by internal-combustion locomotives, their principal loco on our visit in 2019 would be quite easy to scratch-build. Also note the station and the storage shed/tunnel built around shipping containers.



The miniature railway at the famed Bekonscot model village has to be seen to be believed for how complex a trackplan there is, crammed into a very constrained space.



Proof you can have old, lovingly-restored steam locomotives on a layout in the modern day, with contemporary buildings and an adventure playground surrounding the venerable Rhyl miniature railway.



Cleethorpes demonstrates some nice, small-scale replicas of railway infrastructure with the signal box and level crossing. Also note the characterful diesel, which would make a good exercise in scratch-building, being a relatively simple design.



The miniature railway at Betws-Y-Coed demonstrates how you can have a line adding a bit of interest on a standard gauge layout; the steam-hauled service stands at the station, with the imposing buildings of the main Conwy Valley line behind.

Getting Practical



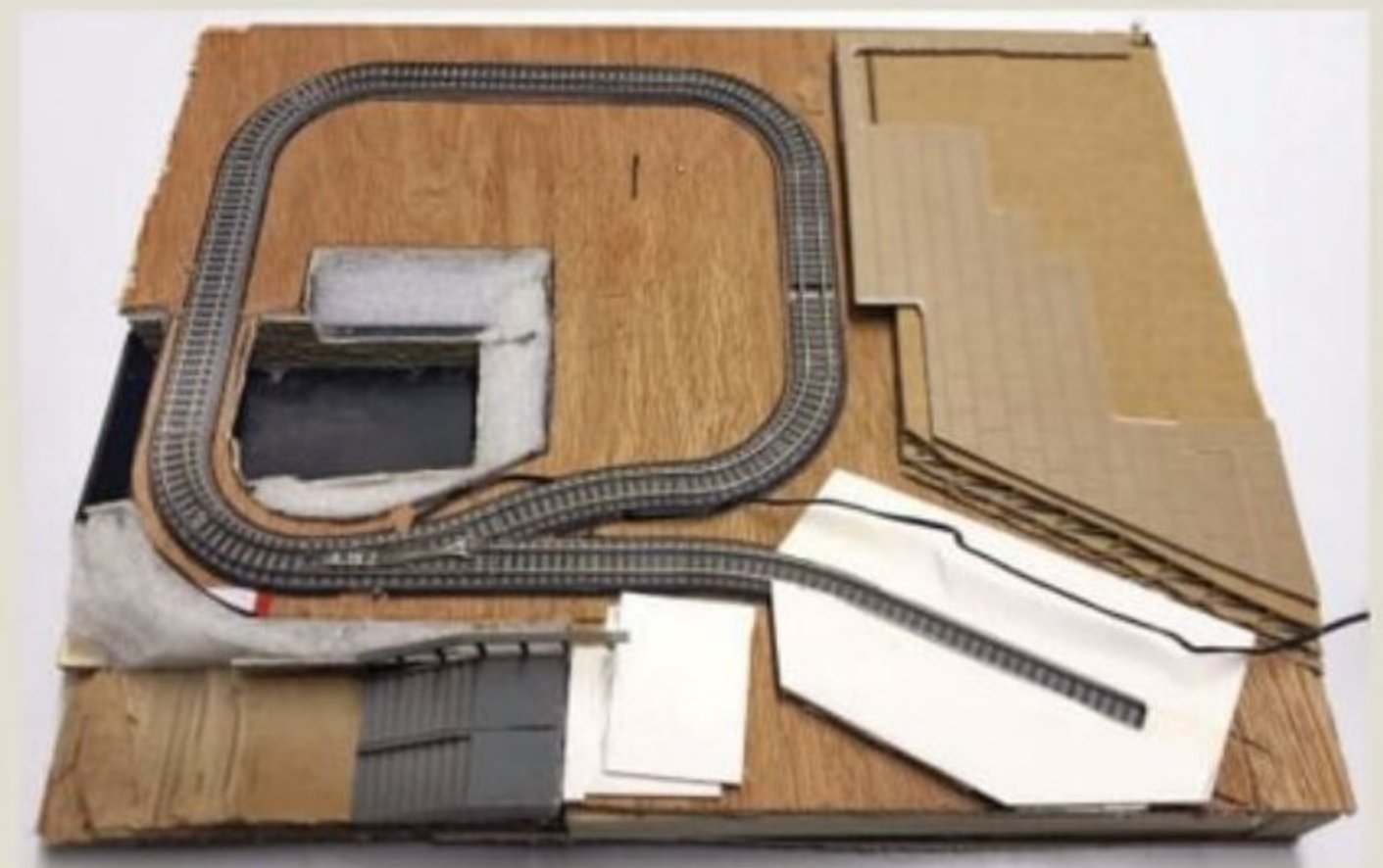
1 The basis for the model are these components from the 'shorty' novelty range by Rokuhan, purchased through the superb Plaza Japan site. Be aware that the locomotives and stock come unpowered on solid chassis, so you need to buy motorised/rolling chassis separately, though they're not expensive.



2 I planned the scene to fit an A4-sized board, to show how compact this working diorama could be; in the end, though, I went for a slightly larger scene (39cm by 29cm), just to cram in a bit more detail and make it a micro layout to operate in its own right.



3 Some options when it comes to trains; from back to front there's Rokuhan 'Shorty' stock, vintage Micro Machines Trains, Atlas Editions Z scale, and Ertl Thomas the Tank Engine Minis. With some modification and use of a commercial chassis, any of these (except maybe the Ertl) can be motorised.



4 The pond was made from a spare planting tray (so it would be perfectly sealed when pouring resin for the water). The rest of the board used upcycled scrap parts and spares, from the MDF, ply, and stripwood frame, to the packing foam for the landscaping.



5 The fun, if messy, bit - I had a pot of filler on the shelf, and used it to try and blend the various components together. Paths were made from some Wills 'Crazy Paving,' which gives it a pleasant 1970s atmosphere, which reminds me of my late-grandparents' gardens!



6 The structures for the layout: an old Airfix detached house, which I kit-bashed into a low-relief building to hide the controller and batteries. The Wills greenhouse would make for a conservatory, their garage would become an engine shed, and a Metcalfe playground would show this is a family home with kids.



7 I wouldn't have room to model an interior, so some of the room photographs I took for the earlier Metcalfe Terraced House build (BRM November 2025) were blurred and darkened, printed out, and stuck with PVA to the glazing (itself made from packing material from the garages).



8 The house was given some light weathering to bring out a bit of the texture in the walls, and some patio furniture was scratch-built from various scraps of Plastikard channel. Figures and accessories were a bit of a mix, leftovers from last month's Summer Fair project.



9 Speaking of leftovers, the shed was decorated in true 'Railway Enthusiast' fashion with signs and bits the owner has bought second-hand. In reality, they're more spare signs and things leftover from my earlier builds.



10 The Rokuhan streamliner was modified with some seats from Plastikard L-section and plastic sprue for the seat cushions, and the control console was from a broken Airfix 1/76th Lynx helicopter.



11 Though it's a US diesel, I decided it would look good in a UK livery, and gave it a version of BR 'large logo' blue. Scenery-wise, the flowers - a mix of Katy Sue Designs and Gaugemaster - add a further splash of colour.



12 The finished scene - both a self-contained layout, but something compact enough to form an animated feature of a bigger layout at some point. Let's be honest, I'm sure most of us railway enthusiasts would have a miniature line in the garden if we had space, money, and time.



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TT-EAL-103A/B/C - GBRf branded
TT-EAL-103D/E - GBRf + Ermewa branded
11 ribs, bodyside doors

JNA-T Wascosa
TT-EAL-105A/B/C/D/E
11 ribs, no doors

Also available



Ermewa/Tarmac grey
TT-EAL-102A/B/C - Ermewa branded
TT-EAL-102D/E - Ermewa + Tarmac branded
9 ribs, no doors



VTG/Mendip Rail
TT-EAL-104A/B/C/D/E
11 ribs, no doors



VTG/Cappagh
TT-EAL-107A/B/C
11 ribs, no doors



DB 'Special Product'
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Touax
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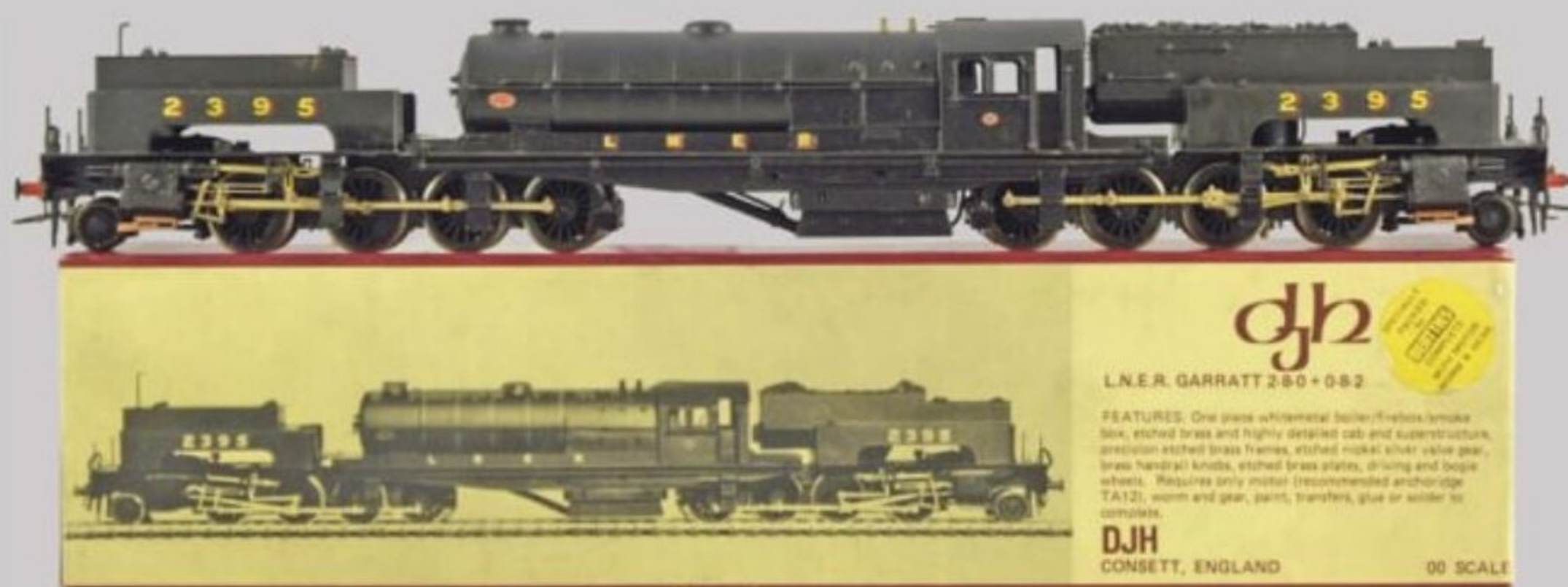


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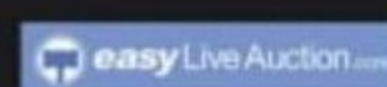
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TRACTION

ISSUE 311 | JULY 2026

WESTERN ADVENTURE



ALSO INSIDE:

- Moreton-on-Lugg
- Cement Wagons
- Spotters



A WESTERN REGION ADVENTURE: FROM BATH TO CHEPSTOW (VIA NEWTON ABBOT!)

By Stephen Rabone



Regular readers of TRACTION may recall my accounts of my travels in 1968. In the May/June 2016 issue (TRACTION 233), I described a Sunday morning's observations at Southampton, in the year after the end of steam workings on the line there. More recently, in the March 2026 issue (TRACTION 306), I recalled my journeys on the West Highland line to Fort William and Mallaig behind North British Type 2 locomotives.

In summer 1968, at the age of 16, I had just sat my O Level examinations and had been given my parents' permission to have a two-week holiday travelling around Britain by train to places I hadn't visited before. One of my parents' stipulations was that I stayed each night in a youth hostel, so that they would know I would be in safe hands.

The first week was spent in the south of England and in South Wales. After travelling from Keighley to London, I went on to Southampton, where I spent the night. Leaving Southampton, after a Sunday morning watching the new

electric services, I went on a through train to Cardiff behind a 'Hymek' diesel hydraulic. I spent Sunday night at Llantwit Major youth hostel, not far from Barry. The following day, I visited Woodham's scrapyards at Barry, amassing over 200 steam loco numbers and a handful of North British diesels in my notebook (D600, D601 and D6122). I then headed off to Newport, where I saw about 40 locomotives, mainly former Southern Region 'Pacifics', awaiting breaking up in a scrapyards near the River Usk.

Back at Newport station, I was just in time to see D1023 *Western Fusilier* arrive with the 11:30 Plymouth to Manchester handing over, after reversal, to D1753 for its onward journey via Shrewsbury and Crewe. D7070 took me back to Cardiff on the 13:35 Bristol to Cardiff, one of the recently introduced hourly interval expresses between Bristol and Cardiff. These trains had only started running shortly before my visit and were an attempt to recapture some of the traffic lost to road with the opening of the Severn Bridge.

D1061 Western Envoy pulls out of Newton Abbot with 1C40, the 09:30 Paddington to Paignton in 1968.
M BECKETT COLOUR-RAIL



D1058 *Western Nobleman* is ready to leave Exeter St. Davids with 1M91, 09:10 Plymouth to Liverpool train on Saturday, July 20th, 1968. This was one of the services from the South West to the North West, which ran via Hereford and Shrewsbury. COLOUR-RAIL



I then spent the rest of the afternoon watching trains on Cardiff General station (now Cardiff Central), where the constant flow of Western Region-based Brush Type 4s, 'Hymeks', 'Westerns', numerous English Electric Type 3s and even a couple of the D95xx hydraulic 0-6-0s kept me entertained. I do recall having great difficulty understanding the accent of some of the local train spotters: no doubt they found my Yorkshire accent equally difficult!

The following day, I headed west to Swansea, travelling in both directions on Class 47-hauled Paddington to Swansea services. After a visit to Landore depot, I returned to Cardiff to board another of the Cardiff to Bristol trains behind D7005. My recollection of these trains was the rapid acceleration of the 'Hymeks' on these short rakes of coaches, with the standard time of 50 minutes, with one stop being much the same as in 2026. It was then on to Bath behind D1007 *Western Talisman* at the head of a Bristol to Paddington train.

My accommodation for the next two nights was at Bath's youth hostel, which was, as is so often the case with youth hostels, up a steep hill at Bathwick. This didn't stop me going back down the hill to the railway in the evenings for a little more train watching. The appeal of seeing more 'Westerns' and 'Hymeks' was too great!

On the next day, a Wednesday, the plan was to go to Swindon and join the regular weekly tour around the works that BR organised in those days. To my dismay, I found that some of BR 'top brass' were visiting the works that day, so the tour had been cancelled. I consoled myself by visiting the Swindon Railway Museum with its small collection of Great Western steam locomotives. Back at the station, I was pleased to see both the Down 'Bristol Pullman' and the 'South Wales Pullman' 'Blue Pullmans' rushing through. To my delight, the prototype loco D0280 *Falcon* appeared at the head of a Paddington to Bristol train. A quick change of plan found me having my one and only journey behind this loco, followed by an afternoon watching trains at Temple Meads.



D808 *Centaur* and D824 *Highflyer* run along the sea wall at Dawlish on October 31st, 1969, with the Up 'Cornish Riviera Express'. RAIL ONLINE



D7041 is seen at Cardiff General with one of the hourly regular interval Cardiff to Bristol services that were intended to compete with road traffic over the Severn Bridge. COLOUR-RAIL

BATH	
Note: the trains I travelled on are in bold italics	
D7013	Up ballast train
D1614	09:15 Bristol to Paddington
D1908	07:45 Paddington to Weston-super-Mare
Bristol 10:07-10:35	
D1059	09:45 Weston-super-Mare to Paddington
D56	10:40 Bristol to Newcastle
D1048	08:45 Paddington to Bristol
W51080/W51052	10:35 Bristol to Taunton
D3506, D4018	station pilots
D800, D1050, D3000 on Bath Rd depot	
Bedminster	
D7039	08.00 Severn Tunnel Junction. to Bristol West Depot freight
Parson St Yard	
D7018	Up trip freight
Nailsea	
D49	06:30 Plymouth to Sheffield
Highbridge	
D7058	08.55 Stoke Gifford to Exeter Riverside freight
Highbridge	
D2133	At British Cellophane works
Cogload Junction	
D864	07:10 Penzance/ 09:35 Paignton to Paddington
Taunton 1136-11:51	
W51070/ 51098	11:55 Taunton to Minehead
D860	Paignton to Bradford "Devonian"
D1056	09:30 Paddington to Paignton
D7014, D 7015 on Taunton shed	
Exeter Riverside yard	
D1007	
Exeter St. Davids	
D816	12:30 Exeter to Waterloo
W51314/ 51329	12:40 Exeter to Exmouth
Dawlish Warren	
D6337	Up engineers' train
Teignmouth	
D1039	Up freight

To the West Country

I now come to the main focus of this article, a journey to the West Country. Looking back nearly 60 years, it is difficult to remember just how ‘foreign’ the railways of this part of Britain felt to a ‘lad from Yorkshire’. Almost everything was different: the brown and cream Western Region signs, the lower quadrant signals, the distinctive sounds of the diesel hydraulics and, of course, the different types of diesel multiple units, which seemed to be of better quality compared to most of the types found in the north of England. And, naturally, the landscape and the appearance of the towns were very different from those found in the industrial West Riding of Yorkshire.

The question was how far could I travel west in a day before starting my journey back home? I needed to be back in Keighley by Friday evening, ready to start my journey to Scotland on the following day. Eventually, a plan was worked out that, leaving Bath hostel after breakfast, I could travel as far as Newton Abbot before heading back to the hostel at Chepstow for an evening meal: my parents were insistent that I had to have a meal at the hostels, which was usually about seven o’clock or seven-thirty.

Fortunately, I kept quite detailed notes of what I saw and what type of train each locomotive was hauling so, coupled with a copy of the Western Region 1968 timetable, I have been able to piece together in detail this day. With the help of members of the Freightmaster Interactive Forum, including David Hamilton and Colin Naisbitt, I have also been able to identify some of the freight workings I observed.

After completing my morning ‘duties’ at the hostel, I headed down to the station. Any former member of the YHA will no doubt remember that you were almost always required to help the warden by doing a small task, like sweeping the floor or helping with the washing up. This could delay your departure from the hostel, so I always allowed time for this.

The first train I saw was a ‘Hymek’ D7013 on an Up ballast train, followed shortly by D1614 on the 09:15 Bristol to Paddington. My own train, the 07:45 Paddington to Weston-super-Mare, rolled in behind D1908 and deposited me in Temple Meads at 10:07. There, D1059 *Western Empire* had just arrived with the 09:45 Weston-super-Mare to Paddington train. Also, in the station was D56 at the head of the 10:40 to Newcastle. Two EE 350hp shunters, D3506 and D4018, were in the station on station pilot duties. My onward train to Taunton left at 10:35 and was a three-car Gloucester RC&W ‘Cross Country’ set (power cars W51052 and W51080) and called at Weston-super-Mare and Bridgwater.

D836 *Powerful* runs into Newton Abbot with a freight train 6C32, the 16:00 Exeter Riverside to Tavistock Junction on August 7th, 1968. DAVID WHARTON



D1070 *Western Gauntlet* arrives at Newton Abbot on August 7th, 1968, with 1E57, the 15:20 Plymouth to Sheffield Midland. DAVID WHARTON



NEWTON ABBOT YARDS	
Note: the trains I travelled on are in bold italics	
D6327	
Newton Abbott 12:56-14:17	
D813, D818, D857, D863, D1110, D4015, D4016, D6310 on shed	
D831 + D808	10:15 Penzance to Paddington " <i>Cornish Riviera Express</i> "
D859	10:45 Tavistock Junction to Exeter Riverside freight
D826+ D809	10:30 Paddington to Penzance " <i>Cornish Riviera Express</i> "
D800	09:30 Birmingham to Paignton
<i>W51306/21</i> <i>W51308/23</i> <i>W51577/86</i>	<i>13:50 Paignton to Exeter</i>
D1050	07:06 Bradford to Penzance " <i>The Cornishman</i> "
Dawlish Warren	
W50854/ W50907	14:20 Exeter to Paignton
Starcross	
D1044	03.14 Etruria to St Blazey clay empties
Exeter 14:55 – 15:10	
D1035	11:25 Penzance to Bradford " <i>The Cornishman</i> "
W50088/ W50130	14:34 Exmouth to Exeter St Davids
W51574/ W51584	13:35 Barnstaple to Exeter
D1047	11:30 Paddington to Paignton " <i>Torbay Express</i> "
D1686	08:50 Liverpool to Plymouth
Riverside yard	
D810, D4129	
Taunton PW yard	
PWM652	
Taunton	
W51052/ W51080 W51068/ W51096	16:35 Taunton to Bristol
Cogload Junction	
D1023	6C37 14:50 Stoke Gifford to Exeter Riverside freight
Bridgwater	
D7070	Shunting: Bristol Target 0C50 to work 3C16 16:25 Bason Bridge to Taunton milk train

Standing outside Bath Road maintenance depot was D3000, the first numerically of the EE 350hp shunters; I was delighted to see this ‘first of the class’, although quite why we enthusiasts often get excited at this I don’t really understand! Another ‘first of the class’, in this case D800 *Sir Brian Robertson*, was also in view together with another loco that was waiting its next duty, D1050 *Western Ruler*: I would later see both at the head of westbound expresses at Newton Abbot.

Heading west out of Bristol, two ‘Hymeks’ were seen on freight workings: D7039 on what was probably the 08.00 Severn Tunnel Junction to Bristol West Depot and D7018 on a local trip working at Parson Street Yard. Near Nailsea, what I believe was the late running 06:30 Plymouth to Sheffield passed my train behind D49. Leaving the main line at Worle Junction, my DMU took the line through Weston-super-Mare, where I saw D1614 again, having run round its train and ready to leave with the 11:40 to Paddington. After rejoining the main line at Uphill Junction, the next train I noted was at Highbridge, where we overtook D7058 on the 08.55 Stoke Gifford to Exeter Riverside class 8 freight, which was standing in a loop. At Bridgwater, I saw D2133, which was allocated to Bath Road depot until its withdrawal in July 1969, when it was sold to British Cellophane at Bridgwater. It worked there until 1994, when factory closed and was then sold to the West Somerset Railway.

Shortly after crossing the bridge at the flying junction just outside Taunton at Cogload, D864 *Zambesi* passed with the combined 07:10 Penzance and 09:35 Paignton to Paddington. My notes show that, in the station at Taunton, was a three-car Gloucester RC&W Cross Country DMU forming the 11:55 to Minehead (W51070 and W51098). Sadly, this line had just a short time left before closure in January 1971, although of course, most of the line has reopened as the West Somerset Railway. During my brief stay on the station, ‘Hymeks’ D7014 and D7015 were noted outside the loco shed, while D860 *Victorious* appeared on the ‘Devonian’, the 10:10 Paignton to Bradford Exchange. My own train to Newton Abbot appeared shortly after, being the 09:30 Paddington to Paignton and hauled by D1056 *Western Sultan*.

BRISTOL 16:30-17:05	
Note: the trains I travelled on are in bold italics	
D7006	16:35 Bristol to Cardiff
D7001	15:35 Cardiff to Bristol
D1059	14:45 Paddington to Bristol
M50070/ M50095 W51065/ W51093	14:40 Worcester Shrub Hill to Bristol 17:30 Bristol to Worcester Shrub Hill
W55035	16:04 Severn Beach to Bristol
D1840	Down fitted freight
D1934	17:15 Bristol to Paddington
D7xxx?	17:05 Bristol to Swansea
Filton Jct	
D7069	16:35 Cardiff to Bristol
Patchway	
D7074	16:45 Cardiff to Portsmouth Harbour
Severn Tunnel Junction 17:42 – 18:23	
D7093	Down carflats
D25	17:20 Cardiff to York
D1650	16:00 Paddington to Swansea
D7001	17:35 Bristol to Cardiff
D1058	17:35 Cardiff to Bristol
W50663/ W50714	17:45 Cardiff to Bristol
D7047	17:50 Cardiff to Gloucester

After about half an hour's journey, Exeter was reached, where I noted D1007 *Western Talisman* in the Riverside yard. D816 *Eclipse* was ready to depart with the 12:30 to Waterloo via Salisbury, and Birmingham RC&W High Density DMU (W51314 and W51329) formed the 12:40 to Exmouth. My train now called at Dawlish and Teignmouth, and I was treated to a journey along the sea wall in beautiful weather. A North British Type 2 D6337 was in the loop at Dawlish Warren with an Up engineers' train, while at Teignmouth, D1039 '*Western King*' passed with an Up freight while my train was standing in the station.

An hour at Newton Abbot

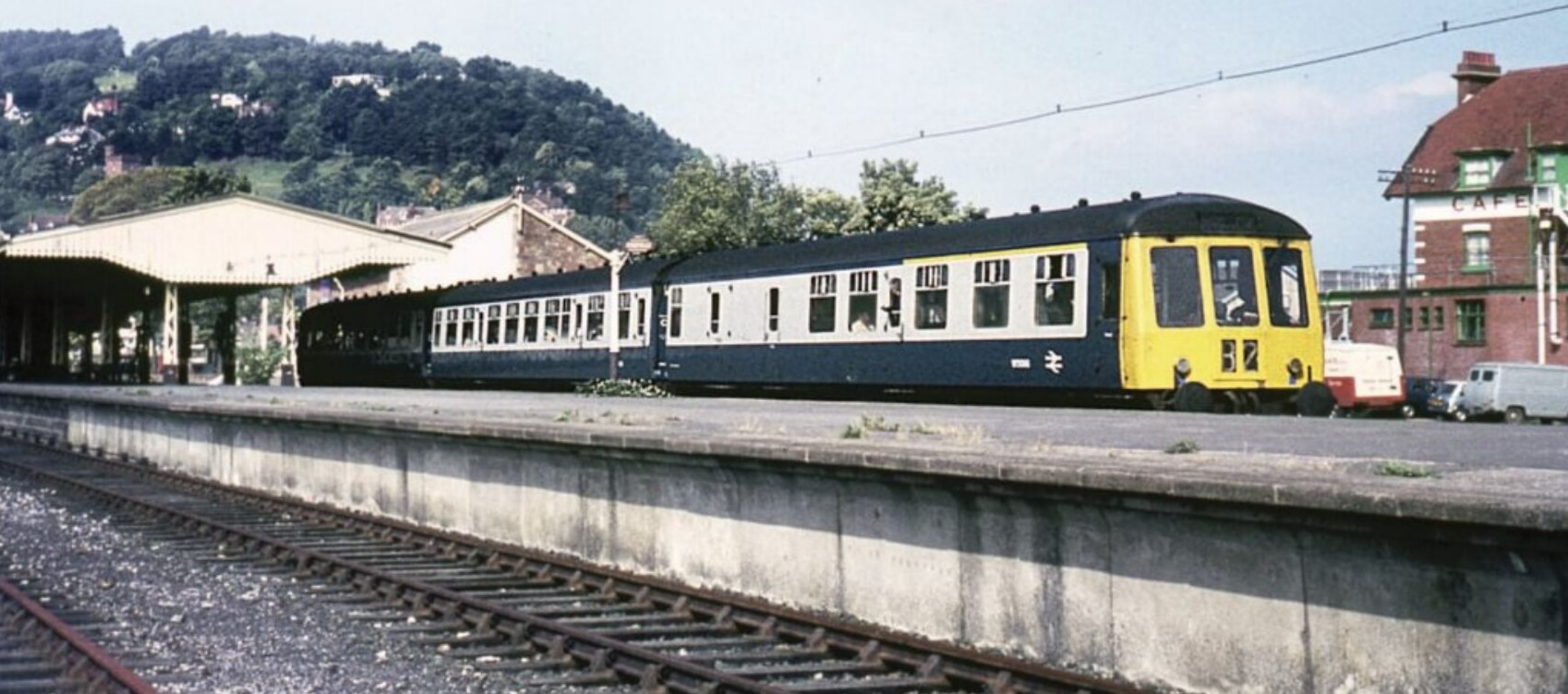
My train was due to arrive into Newton Abbot at 12:56, although I suspect it might have been a few minutes late, as almost immediately the Up 'Cornish Riviera Express' ran through the station non-stop behind D831 *Monarch* and D808 *Centaur*. This train had left Penzance at 10:15 and was scheduled through Newton Abbot at about 13:15. From May 1968, the Western

Region had reacted to rising passenger numbers by increasing the loadings of some of the West of England trains to 11 coaches and accelerating them. The journey time from Plymouth to London was reduced to 3 hours and 45 minutes with just two stops at Exeter and Taunton. Double-headed 'Warships' took over these accelerated trains from 'Westerns', although I believe that in 1969 loadings were reduced and 'Westerns' took over again. Following the 'Cornish Riviera Express', *Vanquisher* appeared with an Up freight, probably 6C36 the 10:45 Plymouth Tavistock Junction to Exeter Riverside, which was booked for a crew change at Newton Abbot at 13:50. D6327 was seen in the yard on what I imagine was a local freight train, while visible on the shed were D813 '*Diadem*', D818 *Glory*, D857 *Undaunted*, D863 *Warrior*, D1110 (allocated to York depot), D4015, D4016 and D6310. The next train to appear was the Down 'Cornish Riviera Express', the 10:30 from Paddington to Penzance, hauled by another pair of 'Warships' D826 *Jupiter* and D809 *Champion*. Two more westbound expresses passed a few minutes apart, both hauled by locomotives I had seen earlier on Bristol Bath Road depot. First was D800 *Sir Brian Robertson* with the 09:30 Birmingham to Paignton, followed by the 07:06 Bradford Exchange to Penzance 'Cornishman', which ran non-stop through Newton Abbot behind D1050 *Western Ruler*. Just over an hour after arriving at this Devon railway centre, I began my journey back home to Keighley, although, in reality, given that I was immediately going on to Scotland, my ultimate destination would be Thurso and Wick! My train back to Exeter was a nine-car DMU rake made up of two Birmingham RC&W High Density sets (W51306, W51321, W51308 and W51323) coupled to a three-car BR Swindon Works Cross-Country set (W51577 and



D6339 is seen here at Exeter St. Davids on May 17th, 1969, with 6C24, the 16:24 Torrington to Exeter St. Davids milk train. COLOUR-RAIL

A three-car Gloucester RC&W 'Cross Country' DMU leaves Minehead for Taunton in September 1970: the author saw a similar set in use on the line at Taunton. The Minehead line closed in January 1971. COLOUR-RAIL



A former 'Midland Pullman' set is seen at Bristol Bath Road depot on April 6th, 1968. Power car W60093 is the leading vehicle. COLOUR-RAIL



W51586). During the stop at Dawlish Warren, a BR Derby Works High Density DMU (W50854 and W50907) passed, forming the 14:20 Exeter to Paignton. I noted a Down fitted freight at Starcross; it was 4V29 the 03.14 Etruria to St Blazey clay empties behind D1044 *Western Duchess*, which was due to pass Dawlish Warren at 15:35.

Arriving at Exeter St. Davids at 14:55, my connecting train to Bristol was due out 15 minutes later. It was the 11:25 Penzance to Bradford Exchange 'The Cornishman'. I could have got home to Keighley that evening quite easily, provided the train was on time at Bradford, so that I had time to catch the last bus, but I had other plans. 'The Cornishman' rolled in behind D1035 *Western Yeoman*, but before it arrived, I'd already noted a handful of 'Warships' and 'Hymeks' stabled around the station area. Two DMUs appeared with a BR Derby Works High Density set (W50088 and W50130) on the 14:34 Exmouth to Exeter St. Davids and a BR Swindon Works Cross Country unit (W51574 and W51584) working the 13:35 Barnstaple to Exeter.

As 'The Cornishman' awaited departure time, two westbound expresses arrived, the first being what I believe was the late-running 11:30 Paddington to Paignton 'Torbay Express' behind D1047 *Western Lord* and running almost an hour late. It was closely followed by D1686 carrying the letters 'WL' under the number, meaning the locomotive had been allocated to the London Midland Region's Western Lines, although by summer 1968 it was actually based in the Birmingham Division. It was at the head of the 08:50 Liverpool to Plymouth, which the diesel would have taken over from electric power at Birmingham.

At Taunton, I was pleased to see Ruston & Hornsby PWM652 0-6-0 diesel shunter at the Taunton Fairwater Chief Civil Engineers' Depot. In the station, a six-car DMU was waiting to form the 16:35 Taunton to Bristol. The three-car set that I had travelled on in the morning from Bristol to Taunton had now been joined by another Gloucester RCW set (W51068 and W51096). Just after leaving Taunton, a westbound freight, almost certainly the 6C37 14:50 Stoke Gifford to Exeter Riverside, was seen at Cogload Junction behind D1023 *Western Fusilier*.

At Bridgwater, 'Hymek' D7017 was shunting in the yard. This was likely to be Bristol Target 0C50, which was based at Taunton and worked to the Highbridge and Bridgwater area in the morning and then in the afternoon worked 3C16, the 16:25 Bason Bridge to Taunton milk train. Bason Bridge was a station on the Highbridge branch of the Somerset and Dorset Joint Railway, where there was

a siding for the Wiltshire United Co-operative Society's creamery.

'The Cornishman' didn't stop at Weston-super-Mare, so it took the direct line from Uphill Junction to Worle Junction. Back at Bristol Temple Meads, there was considerable activity over the next half hour before my train to Severn Tunnel Junction at 17:05. Amongst these was single-car Pressed Steel DMU W55035 arriving from Severn Beach, as well as a couple of 'Hymeks' on trains to and from Cardiff, while a Birmingham division Brush Type 4 D1840 went west with a fully fitted freight train. The 14:40 Worcester Shrub Hill to Bristol and the 17:30 return working had the combination of a London Midland Region-based BR Derby Works High Density set (M50070 and 50095) paired with Bristol based Gloucester RCW Cross Country set (W51065 and W51093). My own train was the 17:05 Bristol to Swansea stopping train powered by a 'Hymek', although for some reason I didn't record the number.

In the carriage sidings outside the station was one of the former 'Midland Pullman' six-car sets with only one vehicle, W60091, being positively identifiable. The journey to Severn Tunnel Junction was uneventful, although I did see D7074 at Patchway, where the Up and Down lines separate on the approach to the Severn Tunnel, with 16:45 Cardiff to Portsmouth Harbour. This train stopped at Bristol Stapleton Road and then ran direct to Bath without reversing at Temple Meads.

Arriving at Severn Tunnel Junction, I was initially confused by the station's geography, until I realised that the lines to and from Gloucester were on the south side of the station, with the lines from the Severn Tunnel on the northern side. I hadn't realised that the Gloucester line actually crosses over the western end of the tunnel. I had about 40 minutes before my train to Chepstow. As would be expected at this busy location, there was quite a lot of interest going on. D7093 went west with a train of carflats while D25 from Holbeck depot took the 17:20 Cardiff to York north. There were plenty of Brush Type 4s and a few hydraulics, both on the depot and passing through the station. My train, the 17:50 Cardiff to Gloucester, arrived behind D7047 and deposited me at Chepstow a quarter of an hour later. And yes, I was in time for the evening meal at the youth hostel!

The following day (Friday), I headed home to Keighley via Crewe, Preston, Blackburn and Skipton, seeing some of the last BR steam-hauled freight trains in the Blackburn area. The next day, I started another week of travelling, this time around Scotland.

MORETON-ON-LUGG

Photography by Charles Jeffery Ferris

The village of Moreton-on-Lugg lies about three miles north of Hereford on the Welsh Marches Line from Shrewsbury to Newport. An area to the north of the village was used for many years by the Royal Army Ordnance Corps for the storage of surplus materials. The internal railway at the RAOC site was used for training SAS troops to attack railway carriages. When the site was closed in the early-2000s, it was bought by an investment company for development into a business park.

When Charles Ferris was a signalman at Moreton-on-Lugg in the 1980s, he would set up his camera on a tripod with a 20-foot release to take photos of passing trains. The long release cable enabled him to carry out his duties with no hindrance.

In the 1980s, the line carried a wide variety of freight and passenger traffic. Today, there are a small number of steel and cement services, as well as frequent Transport for Wales Class 197 DMUs and Class 67-hauled push-pull expresses running from North Wales and Manchester to destinations in South Wales.



37281 is signalled into the Ministry of Defence exchange siding at Moreton-on-Lugg with a well-loaded trip working from Hereford on March 25th, 1983.

Passing Moreton-on-Lugg on May 20th, 1983, is the 6M35 Westbury to Ellesmere Port tanks with 25205 and 25059 in charge.





56055 approaches Moreton-on-Lugg signal box with the 6V39 Ravenscraig to Llanwern on April 14th, 1987.



47056 with a train of empty fuel tanks passes 25313 with a long welded rail train, waiting on the road from Moreton-on-Lugg's down loop on May 20th, 1983.



With snow still on the ground, 47112 approaches Moreton-on-Lugg on April 26th, 1981, with the 14:20 Cardiff Central to Crewe.



33020 is passing Moreton-on-Lugg with the 15:10 Cardiff Central to Crewe on April 17th, 1982.



25211 is passing Moreton-on-Lugg's up bracket signal with the 6S98 Severn Tunnel Junction to Mossend on April 23rd, 1982.



An unidentified Class 37 passes Moreton-on-Lugg with empty Cawoods' coal wagons from Ellesmere Port to Coedbach on April 21st, 1987.



40007 heads north at Moreton-on-Lugg with the 6M72 Severn Tunnel Junction to Walton (Warrington) on June 15th, 1982.

56041 leaves the Ministry of Defence exchange sidings at Moreton-on-Lugg with a return trip working back to Hereford on August 24th, 1990.



SPOTTERS - UP CLOSE AND PERSONAL

Steve Carter's images recall the heyday of the 'Spotter', when a trip around the British Rail network of the 1980s involved Parker coats, Practica cameras and a sports bag full of provisions! Oh, and plenty of BR Blue on display as well.

The two photographers appear to have struck a full house at Gateshead depot on April 15th, 1983, as 'Peak' 45068 trundles by with a mixture of mineral- and steel-carrying wagons. With the cessation of loco-hauled Trans-Pennine workings in 1991, the depot was closed and later redeveloped as housing.





A solitary enthusiast has his attention drawn by 40063 sitting quietly at Carlisle on November 21st, 1983. After withdrawal the following April, 40063 was used by Bescot depot for a time as an exhibition loco before being replaced in the role by fellow classmate 40013 *Andania*.



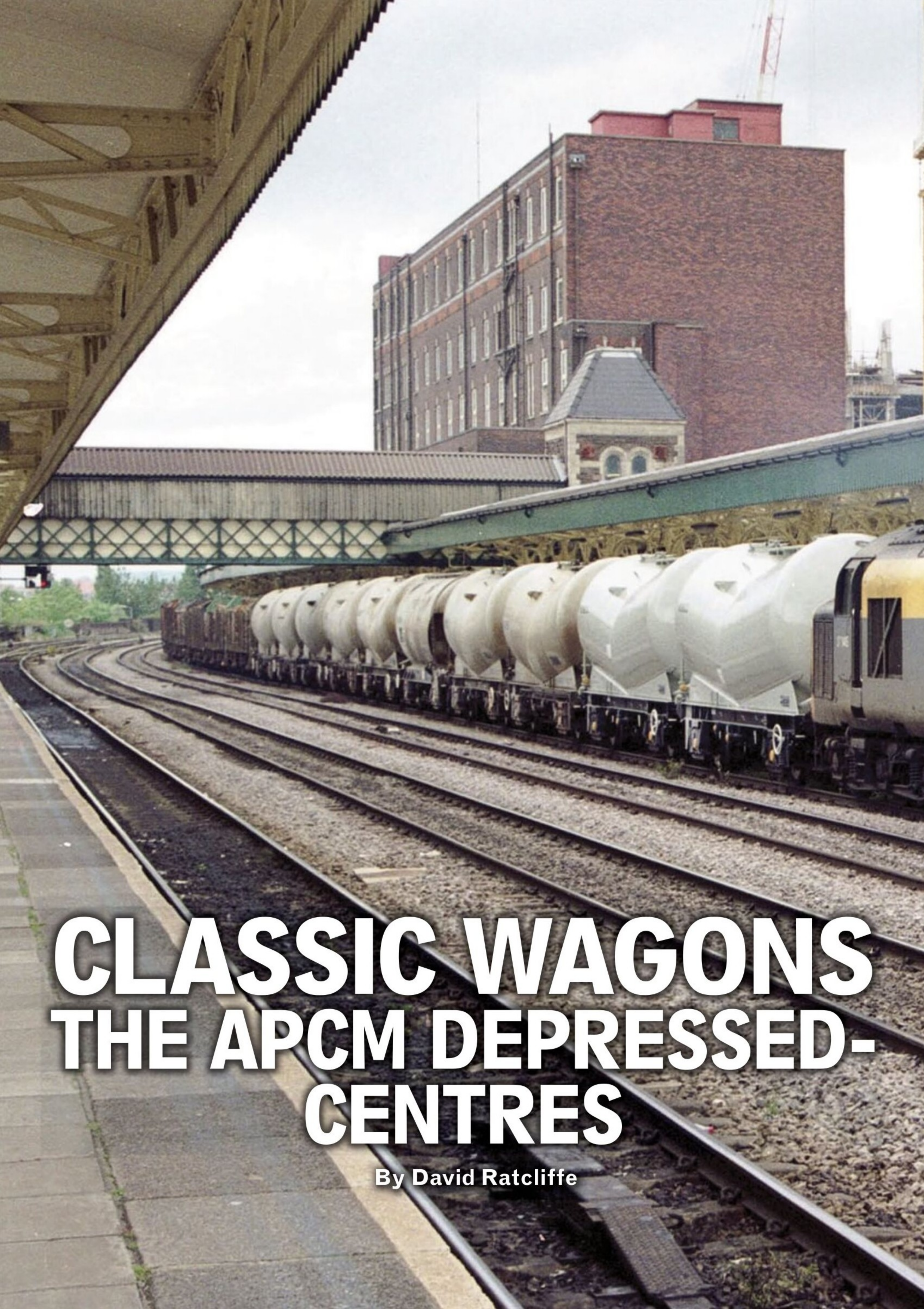
It's April 24th, 1984, and in the warmth of a spring day, the excitement is almost palpable as a group of enthusiasts descends upon 45127 after arrival at Warrington Bank Quay. With the second man awaiting the right away, the North Wales-bound working would soon be underway, leaving the youngsters to await their next 'cop'.



With its characteristic long nameplate on display, 47484 *Isambard Kingdom Brunel* glides into Exeter St. Davids on August 22nd, 1981, at the head of the Saturday's only 1M39 working, the 09:36 Penzance to Wolverhampton, the appearance of which doesn't seem to elicit much interest from the young onlooker.



27017 and 27022 provide another couple of entries in the spotting book when seen stabled at Carlisle on December 1st, 1984, after making a foray across the Scottish border. Members of the class were common visitors to the border city, but they tended not to be around for too long before heading back to their true home.



CLASSIC WAGONS THE APCM DEPRESSED- CENTRES

By David Ratcliffe

Class 37 No. 37146 heads an EWS St. Blazey to Newport ADJ 'Enterprise' service through Newport in June 1999. Behind the locomotive, a raft of Blue Circle PCAs are returning from the cement terminal at Moorswater with a number of timber-carrying OTA wagons at the rear of the train. DAVID RATCLIFFE





The PDAs lost their name boards in later years, while their last use in cement traffic was from the Blue Circle works at Claydon to Sizewell. 11 were allocated to that flow from spring 1988 until autumn 1991, among them APCM 9536, which was recorded awaiting repair at Stoke Wagon Works in September 1990. DAVID RATCLIFFE



Still with its original suspension, PCB No. APCM 9043 is pictured at Grangemouth on August 16th, 1981. TREVOR MANN

In 1966, the Associated Portland Cement Manufacturers Ltd. (APCM), later known as Blue Circle Industries, introduced the first two-axle 'chevron' or depressed-centre cement wagon number DP300, with a further 50, DP301 to DP350, following in 1968/69. All were built by Metro-Cammell Ltd. with a 15ft wheelbase, measured 23ft 8in over headstocks, and could carry 32¾ tons within a gross laden weight (glw) of 45 tons.

The barrel shape of the new design was determined by the floor slope of 9 degrees, which was considered the best for the air-assisted gravity discharge of the cement powder. Manufactured from mild steel, the barrels, equipped with the Hermanns aeration system, had air manifolds fitted at each end.

Although filling was normally through the two hatches on top of the barrel, it could also be accomplished via the 4-inch outlet pipe, while the load could be discharged via the side outlet pipes into an adjacent road vehicle or static silo, or else through the tundish beneath the centre of the wagon into an under-rail receiving bin.

When new, these wagons had conventional double-link suspension, air brakes and a through vacuum pipe, the last-mentioned primarily to facilitate their movement in vacuum-braked mixed freights when running to or from repair.

In 1974, the batch was allocated the TOPS code PCB and renumbered as APCM 9025 to 9075. The first 40 initially had a small circular company nameplate fixed to either side of the grey-painted barrel, while the rest were fitted with slightly larger square name boards, and, when new, they worked from the APCM cement plants at Cliffe and Dunstable to terminals in Beeston, Handsworth, Syston and Theale.

All 50 PCBs were modified with modern long-link taper-leaf springs, being fitted in 1983, by which date they had been transferred to the cement workings from the APCM works at Oxwellmains and Plymstock.

An unidentified Class 47 heads 6S45, the 12:45 Northfleet to Uddingston, at Doncaster during the early-1970s. This working was formed of APCM bogie depressed-centre wagons until it ceased to run in October 1976. JOHN HITCHENS/ TREVOR MANN COLLECTION





Class 47 No. 47476 heads 6M46, the 05:00 Northfleet to Greaves Sidings Harbury, formed of APCM PCAs and PDAs, through Reading on October 12th, 1974. TREVOR MANN COLLECTION

The PDAs

To accompany the opening of their new works at Northfleet, near Dartford, from where rail forwardings of cement were expected to exceed 1M tons a year, APCM's next depressed-centre wagons was a fleet of 117 101½-ton glw bogie vehicles.

All were built by Metro-Cammell between 1969 and 1972, with the first 67, numbered 20174 to 20240, being initially hired from BRTE and then Lloyds & Scottish before they were purchased outright by APCM. All were coded PDA, with the first batch given TOPS numbers BCC 9700 to 9766 while the others, which had been purchased by APCM from new and initially numbered as DP400 to DP449, became APCM 9500 to 9549 on TOPS.

Carrying a payload of 77¾ tons, the PDAs were also unloaded by air-assisted gravity discharge at 2psi into an under-rail bin or else at 30psi into elevated storage silos. Air-braked and fitted with Gloucester Mk.3 cast-steel bogies, their welded steel trussed underframe supported two, initially unpainted, depressed-centre barrels produced from aluminium alloy, with large name boards being fitted on either side of each barrel until this practice ended in the late-1970s.

Initially, all the PDAs were based at Northfleet and worked in block trains to Harbury, Southampton, Theale, Uddington and Widnes, although by the early-1980s, some 26 had been transferred to the company's cement works at Hope, Derbyshire, from where they supplied the terminals at Beeston, Handsworth and Syston.

The PCAs

As British Rail had increased the permissible maximum axleload across much of the rail network to 25 tons during 1966, the next two-axle air-braked depressed-centre wagons ordered by APCM were built with a 16ft wheelbase to carry a payload of 36 tons.

Coded PCA, some 586 would be built for the cement company between 1973 and 1982; those numbered APCM 9100 to 9399, 9425 to 9434, and BCC 10700 to 10837 being constructed by BREL, while BCC 10850 to 10942/87 were built by Procor and BCC 10943 to 10986 by the Standard Wagon Co. All were fitted with Gloucester floating axle pedestal suspension. There were detail differences within the brake gear among the various batches, while the Standard-built batch had a lever-operated rather than the wheel-operated handbrake design, which had been fitted to the earlier PCAs. In later years, a handful of the earlier wagons were also fitted with lever handbrakes, either as an experiment or more likely following repairs to accident damage.



PCA APCM 9129, built by BREL in 1973, now with its original name boards removed but with the fixing brackets still in place, is seen at Ashburys in July 1985. DAVID RATCLIFFE



Class 40 No. 40182 heads north at Wigan North Western with 7P87, the 10:43 Speedlink trip from Warrington Walton Old Junction yard on August 24th, 1984. The consist comprised four loaded PCAs all destined for the Blue Circle Cement terminal at Kirkham & Wesham on the Preston to Blackpool line. DAVID RATCLIFFE



APCM 9427, one of the PCAs built at BREL Doncaster Works in 1974, was also spotted at Ashburys in July 1985. This view illustrates the opposite side of these wagons from that which carried the pipe runs along the solebar. DAVID RATCLIFFE



Although the APCM/BCC depressed-centre PCAs had no ladders, a short catwalk was provided between the two filling hatches on top of the barrel, as seen in this view of BCC 10822 recorded at Hope Cement Works in June 2019. DAVID RATCLIFFE

All were painted in the usual light grey livery, other than APCM 9380 and APCM 9390, both of which had yellow barrels. A few of the PCAs were adorned with a large blue circle on the sides of their grey barrels, these including BCC 10814/27/30/51/951, although most, if not all, would be repainted a plain grey during the 1990s.

The first batch of PCAs, built by BREL at its Shildon and Doncaster works during 1973/74, were fitted with square name boards, but these had been removed within a few years. Furthermore, many of the three dozen PCAs that had been allocated to the carriage of specialist cements from the APCM works at Snodland and Swanscombe had a small rectangular plate fixed to their sides, lettered either Sulfacrete, Snowcrete, or Coarse Ground. These would remain in place until the mid-1980s.

One of the earliest workings for the APCM PCAs was a four-times-a-week block train from Hope to the APCM distribution depot at Gloucester Llanthony Goods, but they were soon also spotted running from the cement works at Aberthaw, Eastgate, Northfleet and Westbury. Once all had been delivered, the type became a common sight across the country, supplying cement terminals from Exeter in the south west of England to Aberdeen north of the Border, while in addition to block train working, they were also regularly seen in wagonload Speedlink traffic serving the numerous smaller APCM/BCC depots, such as those at Barnstaple, Chacewater, Llandudno Junction, Kirkham & Wesham, Middlesbrough and Whitlingham.

During the 1980s, the PCAs were also used for several short-term flows to temporary terminals set up at Conwy Morfa, Heywood and Preston Docks, carrying cement for use in bridge and road construction, while there were also a number of workings to BNFL at Sellafield with cement for use in the construction of the THORP reprocessing facility.

Later years

A decline in home cement production during the early-1990s saw the APCM PCBs and the majority of their PDAs withdrawn from service, although a dozen PDA would subsequently be modified by Marcroft Engineering at Stoke in order to carry chalk slurry on behalf of Croxton & Garry, a Blue Circle subsidiary. Repainted in a grey and white livery, the Croxton & Garry PDAs initially worked from the former APCM works at Ferriby, near Hull, and later from Aberdeen, to paper mills in Kent and Lancashire, until that traffic ended in 2001.

With the closure of many of the company's smaller cement terminals, a number of the PCAs also became surplus and, in 1993, 12 were modified by E.G. Steele of Hamilton and sold to Alcan. They were then used for the carriage of alumina from the import terminal at North Blyth to the aluminium smelter at Lynemouth until the smelter closed in 2012. Meanwhile, three dozen PCAs were reallocated to carry fly ash from Longannet Power Station to the BCC works at Westbury in 1997, a traffic that would be conveyed by EWS's then expanding 'Enterprise' wagonload network until that flow came to an end in June 2003, while in subsequent years, the PCAs were also used to carry fly ash in block trains from Drax Power Station to the cement plant at Hope.

The rest of the BCC-prefixed PCA fleet continued in cement traffic from the company's remaining works at Hope, Oxwellmains and Westbury, from where they worked alongside Blue Circle's later 'Metalair' flat-topped PCA wagons to the cement terminals at Aberdeen, Carlisle, Dewsbury, Inverness, Moorswater, Seaham, Theale, Uddingston, Walsall and Weaste, until further change within the industry saw the closure of the works at Westbury and then the concentration of all the remaining BCC PCAs at Hope.

APCM 9354, recorded at Hoo Junction in July 1981, was one of the PCAs fitted with small side plates to indicate their allocation to carry specialist types of cement, in this instance Sulfacrete. TREVOR MANN



PCA No. BCC 10813 was sporting full 'Blue Circle Cement' lettering when recorded at Earles Sidings, Hope, in October 1985. Built at BREL Ashford Works in 1980, it is unusually fitted with a handbrake lever, most likely the result of a repair following accident damage, as no record of this modification appeared on the BR diagram. TREVOR MANN



BCC 10953, one of the 44 PCAs built by the Standard Wagon Co. of Heywood with a lever-operated handbrake, is seen at Warrington Walton Old Junction in April 1985. DAVID RATCLIFFE





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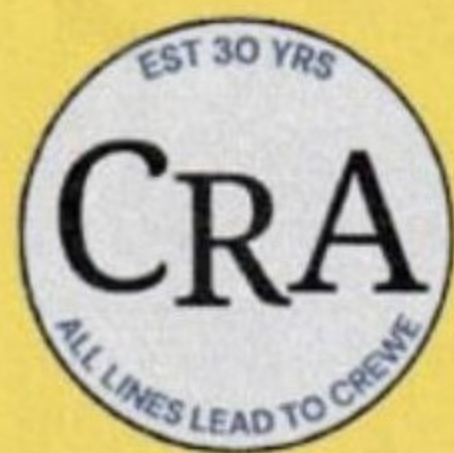
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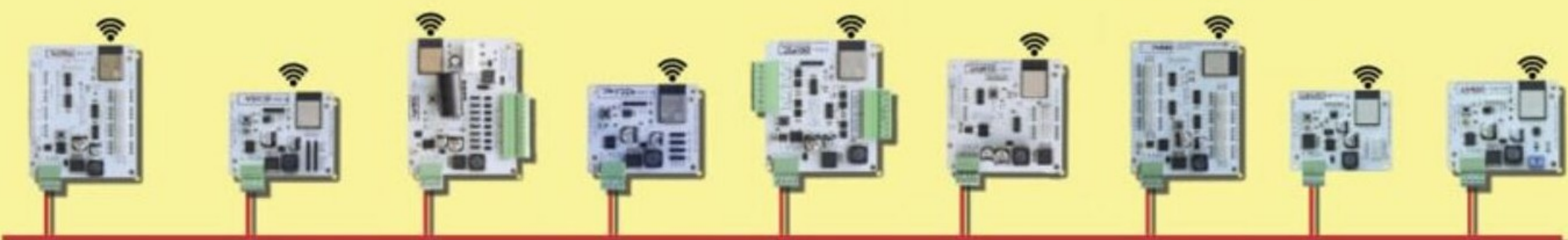
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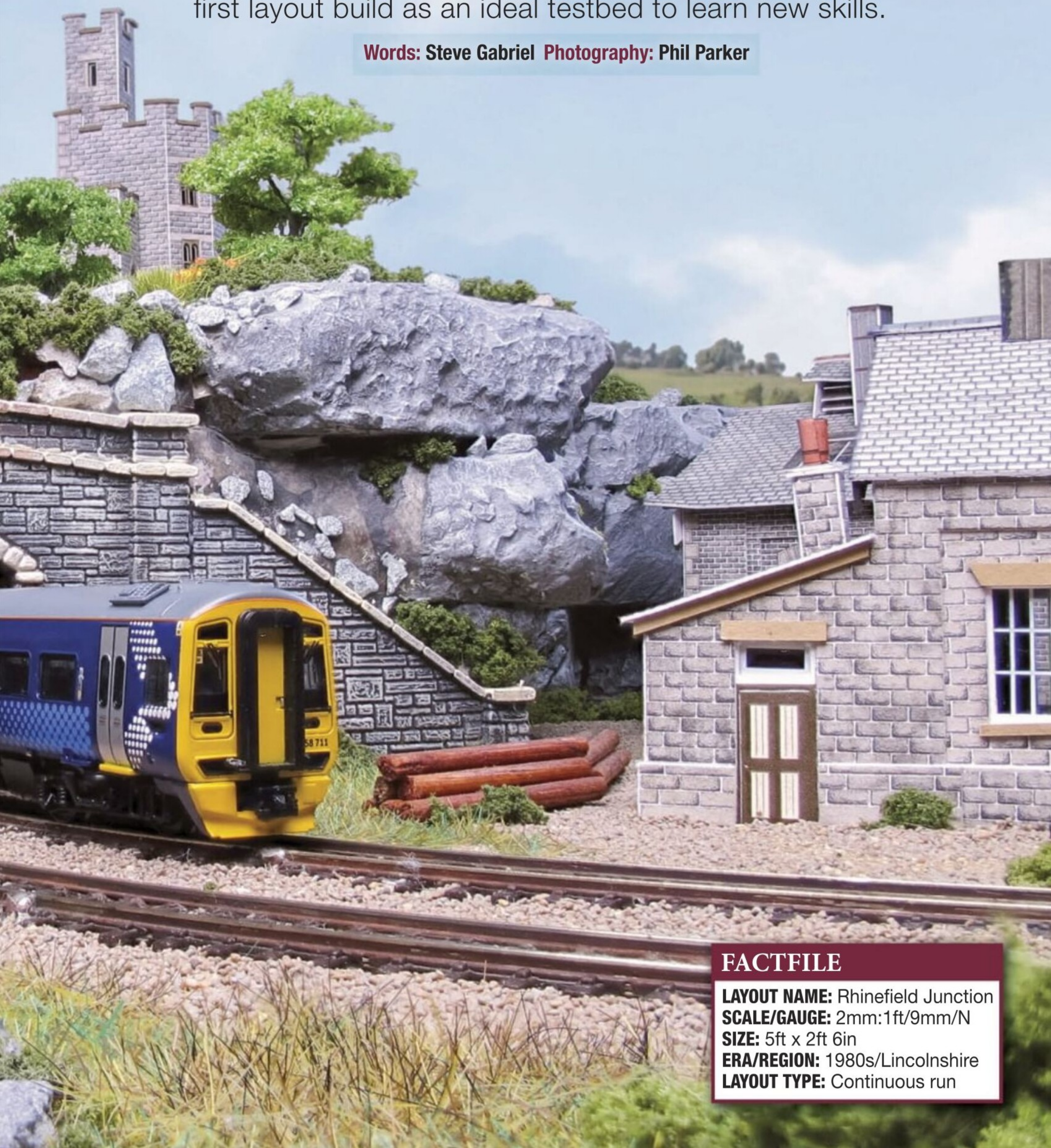


A Class 158 ScotRail DMU exits the tunnel as an LMS 10001 rumbles past, disappearing into the darkness, with the manor house looming in the background.

COUNTRY ESTATE

A lifelong railway fan and newcomer to modelling, Steve Gabriel, with help from fellow club members, used his first layout build as an ideal testbed to learn new skills.

Words: Steve Gabriel **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Rhinefield Junction

SCALE/GAUGE: 2mm:1ft/9mm/N

SIZE: 5ft x 2ft 6in

ERA/REGION: 1980s/Lincolnshire

LAYOUT TYPE: Continuous run

TOP RIGHT: One highway maintenance worker is digging a hole as several of his co-workers loiter close by, trying to look busy. Another worker stands behind his laser level, taking measurements.



MIDDLE RIGHT: Several children run around the maze laughing and playing. The adults watch on from benches beside the visitors' hut, enjoying an ice cream in the sun.



BELOW: LMS 10001 with its BR green livery sits idle in a single shed waiting for an inspection, while a mechanic can be seen next to a tool shed contemplating his next job.

W

hen embarking on my first layout, I was largely inspired by the local area where I live. There are lots of open and wooded areas with active freight and passenger lines running. This, and the views of small villages and country houses, inspired the design choice. Rhinefield House is a large country home I have loosely used as inspiration for the layout, mainly due to my wife, who has fond memories of the house and grounds, and we have visited several times. I included elements like the deer that can be seen roaming the grounds. There is also a large pond at the house that I didn't include, as I was still learning how to create scenery, and water was one of the more difficult elements. I added the maze instead as an interesting feature.

My layout has a space in what would be described as the pantry in our kitchen. I have fitted two wooden beams across the walls and the layout slides comfortably on top. This is the reason I chose N gauge, as space is limited. I have taken over the cupboards as well, and they serve as storage for my tools and layout-related items I have accumulated. It is a little snug, but there is room for a chair and a cup of tea, so I am happy.

“The style of the layout just happened as I kept adding elements. I didn't have a particular period in mind when I started; it was more about experimentation and learning what I could do.”





Building a collection

I have a limited number of locomotives at the moment, mainly due to cost. I have a Class 37 with Railfreight Metals' livery, an LMS 10001 in BR lined green livery, a Class 158 2-car DMU in Scotrail livery and an LMS Coronation Class 4-6-2 in BR blue. I have a mixed selection of freight and passenger cars, a lot having been kindly donated to me by members of our club and the rest have been brought from the shows I have attended.

I do not yet run trains from a certain era. This is due to me owning only a couple of locos that I have bought, more because I like the look of them and the livery, than them being period specific. I do intend to grow my collection of diesel locomotives, Class 37s are my favourite. The style of the layout just happened as I kept adding elements. I didn't have a particular period in mind when I started; it was more about experimentation and learning what I could do. I do not have a specific timetable that I run, I just enjoy running the locos that I have.



ABOVE: A Class 37 runs past pulling oil wagons and machine parts on its way to a steel works. The horses don't seem to be bothered by the noise and continue grazing in the field nearby.

LEFT: Looking down over several stone cottages, a patch of sunflowers grows tall. In the background, The Coronation Class *City Of Hereford* 46255, restored and run by a group of enthusiasts, rolls past, keeping alive the sight and sounds of the steam era.

TOP RIGHT: Rhinefield House, standing tall and splendid, with its hedge maze, well-kept gardens and rolling meadows stretching out beyond, is home to herds of wild fallow, red and roe deer.

SECOND RIGHT: An eagle-eyed spotter sees 37428 (*David Lloyd George*), a Class 37. An imposing sight with its triple grey livery, bright yellow ends and the growl of the 1750hp diesel-electric engine.

THIRD RIGHT: Several workers are gathered outside the cabinet makers after a delivery. A pleasant place to work, with a view across the fields to the town and church spire in the distance.

BELOW: One of my favorite pieces of theming is the stone circle (bottom-right corner). The stone chips used were collected by my daughters from several locations, which adds a really personal touch to the layout.



About the modeller

Name: Steve Gabriel

Age: 50

Number of years modeling: Two

Name of your first layout: 'Rhinefield Junction'

Favorite era/region: Any era with diesel locomotives

Favorite locomotive: Type 37

I currently live near Boston, Lincolnshire. I have always had an interest in railways and modeling. It was my wife I have to thank for finding the local club I joined. I have been a member for two years and have been involved in several shows, with both the club layout and my own.

I was inspired by the members of the club and the club layout, 'Tyton Hall Yard'. Members taught me how to set up my first layout and I have learned a lot about scenery, both by working on the club layout and following many tutorials online. If I were to pick a specific layout that I regard highly, it would have to be 'Miniatur Wunderland' in Hamburg. I have watched many videos showing the scale and variety of different elements, and I would very much like to visit it myself one day.



Construction highlights

All of the buildings on the layout are Metcalfe card kits. The main building, based on Rhinefield House, is the castle hall kit with curtain walls. There are also several stone workers' cottages and a ramshackle workshop building next to several locomotive sheds. The farm area has the manor farm house building with tractor sheds and a few small sheds have been added. The last building is the signal box kit, added alongside the track.

The layout has static grass of various colors and lengths. Most of the trees, bushes and hedges on the layout are Woodland Scenics packs of various colours. The maze was created by mixing PVA and chopped-up bush material between two lolly sticks to creates the maze hedges. Once dried, I could cut the hedges to size. The small stone wall was created by gluing tiny stones on top of each other; this took ages to do, but I think it looks good. The scenery was challenging to start with, but definitely the most fun part of the build. I enjoyed learning how static grass works and how to keep everything looking as natural as possible.



TOP LEFT: All of the buildings on the layout are Metcalfe card kits. I particularly like the twin-engine shed. Here, we can see several mechanics preparing to work on the two diesel locomotives parked up by the shed.



MIDDLE LEFT: Alongside this signal box is a Tardis. My wife purchased it for me, and every morning as she leaves for work, she places it in a different location. This is a fun little addition and a great talking point when the layout is on show.

BELOW: A stone memorial can be seen set in the gardens of the house. It was carved from a piece of wood that one of my daughters found. There are some theming details used that were collected from different locations, including some of the ballast that was scooped up from a lion enclosure at our local zoo!

“ If I were to pick a specific layout that I regard highly, it would have to be ‘Miniatur Wunderland’ in Hamburg. ”





ABOVE: Although I love diesels, especially the sound, I still love the look of steam locomotives and the engineering involved. Watching the wheels thundering round is an awesome sight.

MIDDLE RIGHT: Several of the buildings have lighting inside. The LED's were poked up through holes under the buildings. This isn't the most effective method and for my next build, I will install the lights as I make the buildings. This has been an interesting learning experience.

BOTTOM RIGHT: The lights add to the atmosphere of the layout. I think adding some street lamps would be a great addition for the future.



The most difficult and frustrating element was the power cables that run across the layout. I used a very fine gauge fishing line, which was glued between each post. This was very time-consuming and extremely fiddly. Each line had to be held in place until the glue set and I placed six separate lines in total. The final effect is great but it was a real test of patience.

The most challenging part of the layout has to be power and wiring. I had to learn from scratch how to solder so I could power the track. The wiring gets a little complicated when you start adding point motors and lighting.

I have an NCC Power Cab starter kit to control my locos. This has all the functionality I need for a small layout. I do find the controller to be a little clunky and it is not always easy to see what setting you have selected. I would like to upgrade to a Wi-Fi setup in the future, which can be controlled using a phone or tablet.

Final thoughts

I think the best advice I could give anyone wanting to get into modelling is to do your

TOP RIGHT: A Class 158 ScotRail DMU pulls into the rural platform to collect its passengers. Meanwhile, a Class 37 waits for the line to clear before setting off.



MIDDLE RIGHT: Here you can see the electrical poles with the fine line that I glued together. This was a long and extremely fiddly job, but I think the final result is worth the effort.



BELOW: Two locos are sitting in a shed, with Rhinefield House towering above. The walkway running across the tracks here was created with some wooden coffee stirrers, cut to size and painted. Simple but effective.

research before you start and take your time. There are plenty of local clubs, and people are more than willing to help. There are also a lot of online videos and tutorials that can be a great help and teach you a lot. This can be an expensive hobby, so it's important to get things right the first time.

If I were to restart the project, my main change would be the track design. I would like have a lot more sidings and points to allow for a more challenging shunting layout. I would also want to add some elevation to the track to make a more interesting design.

I have plans to make a shunting layout for my second build. We have a working coal loader on our club layout and I have really enjoyed running locos back and forth. I believe I would move to OO for this, as I have found uncoupling locos in N scale difficult. I would base this in maybe a steel mill setting, as I think building a lot of piping and machinery would be a good challenge. ■

“ I think the best advice I could give anyone wanting to get into modelling is to do your research before you start and take your time. ”



Many are the stories of the travels of railway enthusiasts who vividly recall their summer trip to the seaside, relating how this or that class of engine was encountered as part of the train trip to the coast, but times were changing as increasing numbers of youngsters arrived at the chosen destination in the back of the family car, possibly squashed between parent and an extra case or two, such were the joys of family travel. As has been well chronicled, the increasing use of cars from the late-1950s eventually saw the demise of the wealth of holiday trains that were provided, much to the chagrin of one Dr. Beeching who noted that many sets of rolling stock so employed made maybe just a handful of revenue earning trips each year.

As was the custom in times past, holidays ran from one Saturday to the next, and after a three-hour car journey, the family arrived in Bournemouth in the summer of 1960. Time for trainspotting had to be 'negotiated' in those days and with travel on both Saturdays, walks to the station could only take place from Monday to Friday, which meant that the young spotter did not witness the vastly different scenes that occurred at many seaside resorts only on those peak Saturdays when a general shortage of motive power brought out many engines that normally worked freight duties. However, in that respect, the Southern Region was unusual as the only freight class suitable for elevation to passenger work was the S15 4-6-0, so it had to rely on 'retired' passenger classes more than the other regions to cope with the additional traffic. So, enter the Lord Nelsons, of

853 *Sir Richard Grenville* is seen allegedly when less than five years old at Chelsfield in 1933, complete with the flared top pattern of 8-wheeled tender. However, the RCTS history suggests that the picture must be between February 1930 and March 1932, as before then it had a six-wheel tender and after it was fitted with the flat-sided variety.

Colour-Rail.com

CAPTAINS OF THE LINE

By J Crosse

which there were just 16. By 1960, the class found little use in the winter with a number being stored, and even during the week in the summer, many would rest peacefully on Eastleigh shed where all were allocated by that time. But on the peak Saturdays, all would be gainfully employed. Thus it was that despite spending a good few hours on Bournemouth station, I saw just four of the class during the one-week break.

For those who might consider making a model of a Lord Nelson, given the class size, they might be one of the most challenging to 'get it right', especially in Southern Railway days, as tender swaps, one different boiler, several chimney modifications and a plethora of livery variations all contributed to the task of matching all of the elements to conform with historical accuracy.

It is best to start the Lord Nelson story at the time of the grouping in 1923 when the Southern Railway inherited an amazing array of engine classes with most of those intended for passenger work being 4-4-0s, as both the weight of the trains and also the axle loads that were deemed acceptable seemed not to require anything larger, with just a modest handful of 4-6-0s being just 20 King Arthurs and also the mixed traffic S15s and freight duty H15s. But times were changing, with train weights increasing to cope with rapidly expanding passenger numbers, with perhaps the heaviest train on the railway being the Night Ferry with its regular load requiring permanent double-heading.



PROTOTYPE

Richard Maunsell, who was in charge of motive power provision, recognised that the Southern needed to increase the number of express passenger engines at some speed, and his first move was to seek permission to build many more King Arthurs, but he saw this as a stop-gap measure while he worked on plans for a more powerful design. To the casual observer, the internal politics of businesses are not always evident and especially who has the authority to approve an engine design. Perhaps 'approve' is not the correct term, as 'reject' might have been more the case, and in that area, the Chief Civil Engineer held the cards. Maunsell, having done a lot of research, had concluded that to provide a suitable new design, it was likely that he would need to have a maximum axle loading of 22½ tons, but the Civil Engineer specified one ton lighter. In order to calculate the axle loadings, all of the design work had to be done and the first iteration of a four-cylinder 4-6-0 produced a bogie loading figure of 22t 10 cwt with a total engine weight of 86t 10 cwt. With this being vetoed, it was back to the drawing board to find ways of saving weight. Maunsell eventually managed to persuade the powers that be to allow up to 21¾ ton loading, and this was just met by the revision, particularly using a shorter boiler, that saw 3-tons removed from the design. The basic statistics were:

- Four cylinders 16½' x 26"
- Bogie wheel diameter 3' 1"
- Coupled Wheels diameter 6' 7"
- Length overall 69' 9¾"
- Taper boiler with Belpaire firebox working at 220lb/sq in
- Paired with an 8-wheel tender carrying 5000 gallons of water and weighing 56t 14 cwt

Maunsell's design also included enlarged superheaters for improved efficiency and outside Walschaerts valve gear, a rarity for the time, which enhanced reliability and ease of maintenance.

A unique feature saw the drive divided between the front two coupled axles, but with the crank angle set at 135 degrees to give eight beats per wheel revolution. As part of the weight-saving measures, the motion was made from high-tensile steel, thus requiring smaller balancing weights on the wheels and reducing the hammer blow. With a tractive effort of 33,500lb, the design briefly held the title of most powerful engine in the country, only to be overtaken in 1927 by the arrival of the Great Western Kings.



Like so many early views, all details of the date, etc., have been lost in the mists of time, but 862 *Lord Collingwood* is seen at Salisbury at the head of the Atlantic Coast Express, most likely around 1939. **Colour-Rail.com**



Anatomy of a Nelson as 30857 undergoes an overhaul at Eastleigh Works. **A J Wigley/Colour-Rail.com**

E850 *Lord Nelson*, in apparently 'as built' condition. **Colour-Rail.com**



Caution abounded and just one engine was ordered in June 1925. Great care was taken during construction to make all possible weight savings, and the engine actually weighed in at 15cwt below that approved. For the subsequent production run, most of those small individual weight savings were not repeated. The build at Eastleigh Works was a slow process and it was August 1926 before the engine was completed and outshopped as E850 *Lord Nelson*. Note that the E prefix denoted a locomotive built at and intended to be overhauled at Eastleigh Works. While planned for use between London and Dover, it was initially sent to Nine Elms shed for evaluation on trains to Portsmouth, Bournemouth and the West of England main line, before later moving to Battersea for trials on the continental boat trains. It was still being tested between Waterloo and Exeter in April 1927, when it was used on the Atlantic Coast Express with loads of up to 16 vehicles, with maximum speeds recorded in the high-80s. By this time, with initial promising results, an order had been placed for a further 10 engines, this replacing a similar-sized order for King Arthurs.

The Southern Railway was the only one of the big four not to have water troughs, as in the main, the distances run without a stop at a major station were not sufficient to warrant their installation, but the South Western routes were longer than those to the coast from Brighton eastwards. This manifested itself in the type of tender attached to locos, with those on the Central and South Eastern sections normally having six-wheel tenders, while the express engines on the South Western section enjoyed high-capacity eight-wheel tenders, as paired with E850. However, the 10 new builds were due to appear with the six-wheel variety as a) that was the plan for the King Arthurs that they replaced and b) they were intended for use away from the South Western section, but it was then decided that not all were needed in the South East and E851/4-7 received flat-sided double bogie 5000-gallon tenders, whereas the one paired with E850 was of the 'turned out' coping pattern. Thus, E851-60 emerged from Eastleigh Works between June 1928 and April 1929, but E858-60 were immediately paired with the turned-out top variety of the 5000 gallon tender. A further order soon followed, when on March 23rd, 1928, the Locomotive Committee authorised the



A standard nameplate format was used for all members of the class and thus his picture of 30850 is entirely representative. **T Owen/Colour-Rail.com**



A Nelson 'at home', with 30857 at Southampton Ocean Terminal with the *Cunarder* boat train and an interesting selection of coaching stock. **Colour-Rail.com**



Showing that a Nelson can legitimately appear in a purely Great Western setting, 30855 *Robert Blake* meanders through Didcot on September 7th, 1960. **D L Dott/Colour-Rail.com**

building of five N1 2-6-0s and 25 passenger engines. Initially, those were scheduled to be 10 Lord Nelsons and 15 Schools, but the Lord Nelsons were banned from the Tonbridge-Hastings route, so the order was amended to five Nelsons (E861-5) and 20 Schools. Flat-sided 5000-gallon tenders were fitted from new. A number of further tender exchanges took place, but by July 1932, all 16 engines were paired with flat-sided 5000-gallon tenders, with the last five being built immediately after the previous 10, so the class was complete by the end of 1929. Two class members were mechanically different from the others, with E859 *Lord Hood* being built with 6' 3" driving wheels, the theory being that the smaller wheels would improve performance over the steeply graded sections of the Victoria-Dover line. In reality, there appeared to be little difference in performance between the two types, so while no other engines received the smaller wheels, E859 retained them throughout its life. E865 *Sir John Hawkins* was altered in 1933 to have the conventional 90-degree crank settings. This was another experiment that did not bear fruit, but again was retained through the rest of the engine's life.

To try to improve steaming, E860 *Lord Hawke* was fitted with a boiler that had a barrel that was 10" longer than the others. Once again, this proved of little worth. It reappeared on 30855 and later on 30852. In 1937, No.857 *Lord Howe* was fitted with a boiler made of nickel steel, which had a round-topped firebox.

Exhaust blow-down prompted the retro-fitting of smoke deflectors, which apparently led to approval by the crews, not only from a safety viewpoint, but apparently as they allowed the capture of undamaged but deceased pheasants. These were of the typical flat pattern except for E857, which ran for a while with bevelled deflectors.



A rare picture of 30850 *Lord Nelson*, in store at Stratford in 1965. **Colour-Rail.com**

The steaming capability of the Nelsons appeared variable, and various experiments were carried out, especially following the retirement of Maunsell in 1937, with his replacement being O V S Bulleid. The story is too complicated to be followed here, but experiments were done with both Kylchap and Lemaitre exhausts, along with larger diameter chimneys with and without rims, making it an extremely difficult era to model accurately. The travails of the draughting and exhaust problems were not repeated with problems below the running plate, as the frames required almost no remedial work throughout the life of the class, proving to be some 20% cheaper to run and maintain than a King Arthur in a 1936 analysis, while running an additional 10,000 miles between general repairs.

Some identity swaps have been well documented but that, in the case of the Nelsons, was less so. In September 1930, there were centenary celebrations for the Liverpool & Manchester Railway, and the Southern was represented by *Lord Nelson*, except that the real engine was running so numbered and named on its home turf throughout, while the locomotive sent north was E861 (so numbered) but carrying *Lord Nelson* nameplates.



Modelling the first BR green livery, 30856 *Lord St. Vincent* is seen at Bramshot on March 2nd, 1957. Note how high the BR logo sits on the tender, apparently to align with the cabside number. **T Owen/Colour-Rail.com**

Keeping the Lord Nelsons gainfully employed proved challenging, especially once the Merchant Navies started to arrive, as outside of the few summer weekends, there were few trains that needed their power. Engines at Battersea typically worked one return train to Dover, and yet Battersea shed enjoyed an allocation of at least 10 throughout until 1939, with the rest being at Nine Elms where the principal duty was the Atlantic Coast Express, which could load to over 400-tons but was still within the capabilities of a King Arthur on pre-war schedules. In reality, only the Night Ferry demanded something larger than even a Lord Nelson, and Bulleid set about providing that, but with the onset of World War II, that was going to be a slow process, so modifications to improve the Nelsons were considered. Perhaps unexpectedly, that included modifying the tender design to make it self-trimming. To do this, the coal space was shortened and a steeply graded floor provided, but the most obvious change was to the tender sides, where the height was increased with the additional plating leaning inwards to give a profile not unlike a Stanier tender. 852 was given the trial tender in November 1937, with 863 being the last to change in December 1940.



30851 *Sir Francis Drake* suffers the ultimate indignity, that of being cut up at Eastleigh on May 6th, 1962, having been withdrawn six months earlier. **T Owen/Colour-Rail.com**

Bulleid instigated another modelling nightmare when he redesigned the cylinders. While outwardly there was little to see, two side effects were that the smokebox was extended forwards to cover the inside cylinders and the steam pipes no longer protruded from the smoke deflector plates. While most engines were dealt with by the end of 1943, 854/9 were not done until 1946, 30864 in 1948, 30858 in 1951 and 30853 as late as 1958, while 30863 was never changed. And then there was the question of liveries, which up until 1938 had been uniform, but over the next few months, exploded in variations such that the RCTS history states that the only commonalities were large gilt bufferbeam numbers, 'Southern'-lettered tenders and cabside numbers. It was the end of 1942 that wartime black was consistently applied to the class. After the war, malachite green reappeared and was applied into 1948. During the war years, traffic levels on the South Western section increased disproportionately and remarkably in respect of increased leisure use as the threat of invasion receded, and as Merchant Navies started to take on the heaviest South Eastern Section duties, Nelsons gravitated towards the South West, including Bournemouth.

With the coming of Nationalisation, three Nelsons were selected to be painted apple green to run with the experimental rakes of 'plum and spilt milk' coaches, and were regularly rostered for the 7.20am Waterloo-Bournemouth and 1.30pm return. The class was also renumbered to 30850-65. Ultimately, apple green did not find favour and the class entered its most stable period, both in terms of physical appearance and livery, with the adoption of the standard lined BR green. At the same time, long distance commuting started to grow, as did the popularity of the south coast resorts along the Bournemouth route, and traffic was also boosted gradually by the advent of the cruise liners, all of which created work for the Nelsons as trains increased in length and frequency, and the summer of 1949 found all of the class allocated to the route and shared among Nine Elms, Bournemouth and Eastleigh sheds. The class achieved high mileages between general repairs, with seemingly 30853

taking the title of most consistent, running in excess of 252,000 miles between these in the early-1950s, with average mileages challenged only by the almost new Standard 5MT 4-6-0s.

With 140 Bulleid pacifics in traffic, and at last performing with some reliability, however, the writing was on the wall for the Nelsons in the late-1950s, with several class members being stored each winter, and the introduction of the two hour express schedule to Bournemouth further eased them from front line duties, and yet, on a summer Saturday, it was not unknown for every member of the class to be in action. General repairs ceased at the end of 1960, with 30860 the last to receive one and, by this time, the whole class was allocated to Eastleigh, and withdrawals started with 30865 in May 1961. Six more followed during the year. One service gave them a brief extension to their front line use in 1962, that being the newly re-instated Bournemouth to York train, which they would take as far as Oxford, but other than that boat trains and parcels duties were the norm. Only 30862/3 saw out the full 1962 summer timetable, both being condemned in the October. An average service mileage was just in excess of 1.25 million miles.

30850 was nominated to become part of the National Collection, but with insufficient space to house the numerous exhibits, it was moved around and was still in ex-service condition. At first, it was stored at Fratton, then Stratford, followed by a move to Preston Park Pullman Works at Brighton. With the NRM opening in 1975, it might have been expected to go there, but possibly because it had not been restored, it had to wait until 1977, whence it moved to Carnforth.

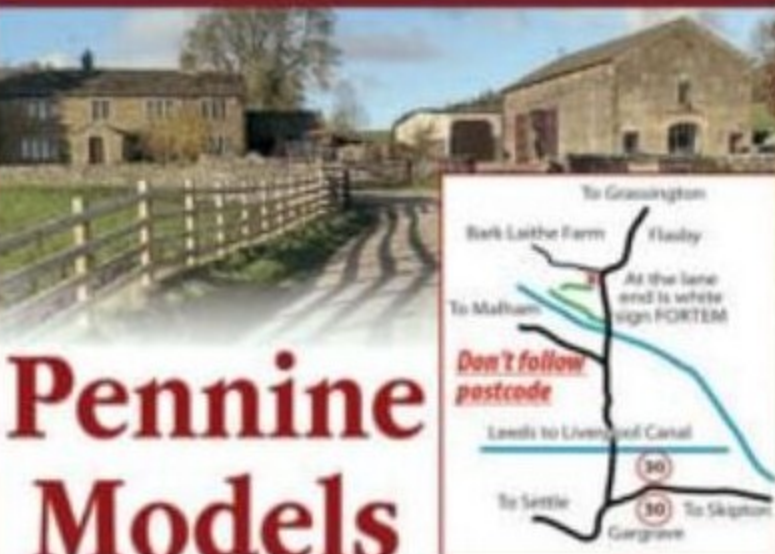
Restoration started in 1979, and it emerged in malachite green to enjoy a brief main line career. Stored with boiler problems, it then languished at Carnforth for many years before being taken under the wing of the Eastleigh Railway Preservation Society and headed south in 1997 for repair, and, in 2009, it returned to service at the Mid-Hants Railway and again enjoyed a spell in BR green livery. Retired once more, it is still hoped that it can steam once again. ■

Most of *Lord Nelson's* runs in preservation matched it with the northern fells as it mainly worked over the Settle & Carlisle line, and is seen here at Howe & Co.s' siding signal box. **Colour-Rail.com**

For full details of the various modifications and liveries carried, see Bradley's RCTS book 'Locomotives of the Southern Railway, Volume 1' available as a digital download at rcts.org.uk.



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TERCENTENARY TRIBUTE

Built to celebrate a 300-year-old bridge, this atmospheric diorama winds the clock back to 1750, when horse-drawn wagons brought coal down from the North East Durham coalfields.

Words: Theo Thomas **Photography:** Phil Parker



I've tried to recreate the imposing 102-foot span of the Arch, here viewed as you would see it from the footpath at the bottom of the gorge, looking upwards.

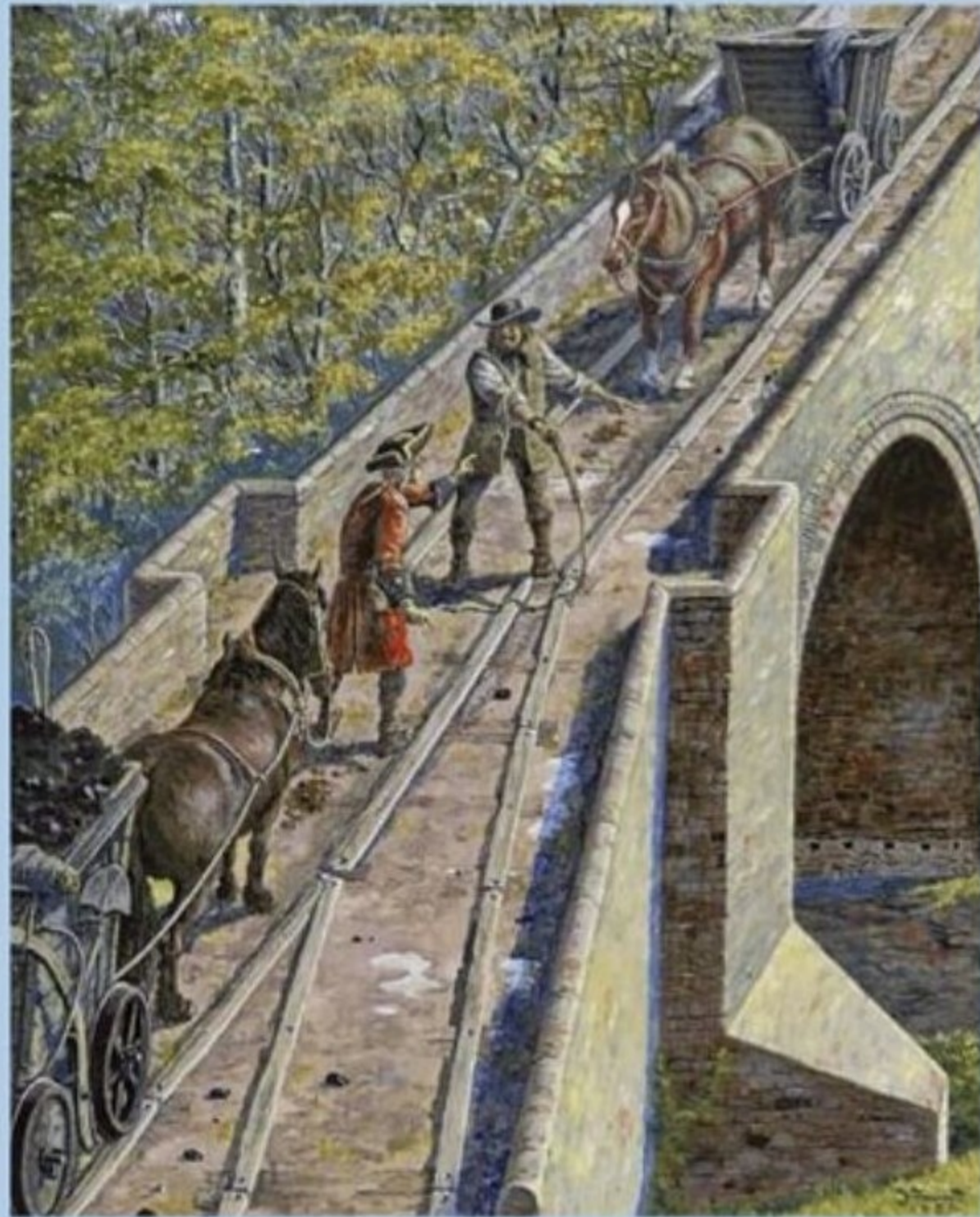


FACTFILE

LAYOUT NAME: The Causey Arch
SCALE/GAUGE: 4mm/1ft/16.5mm/OO
SIZE: 4ft x 2ft
ERA/REGION: North East/1750
LAYOUT TYPE: Cameo scene

TOP RIGHT: A full wagon (left), on a downhill grade, attempts to pass an empty wagon, returning uphill to the Tanfield Colliery. The original painting is in the custody of Durham County Council.

BELOW: My interpretation of the “confrontation” forms the nucleus of this diorama, using white metal models from the wargaming company, Gripping Beast.



2027 sees the Tercentenary of The Causey Arch, the oldest surviving single-arch railway bridge in the world. Located in north-east County Durham, the arch, which spans the 80ft deep gorge of the Causey Burn, was built between 1725 and 1727 by stonemason Ralph Wood using local sandstone. It was commissioned by a group of local mine owners – ‘The Grand Alliance’ – and its role was to bring coal in horse-drawn wagons from the Tanfield area coalfields down to the River Tyne at Redheugh, near to where the modern Metro Centre now stands. Now, nearly 300 years old, it has been Grade 1 listed since 1950.

I had an idea that I might like to model the arch and surrounding topography. At about the same time, while researching the history of the area, I found a copy of a painting (left), which I thought was contemporary with the early years of the arch. The picture shows wooden rails converging across the top of the arch, with a full wagon of coal and its driver arguing with the driver of an empty wagon returning to the mines, each believing they had right of passage!

“ I formed the ground cover using Sculptamold, and used textured paint to represent the soil...” ”





So, a stationary diorama it was to be, based on the details in the painting, because it gave a good background story and included the human element. Nominally scaled at approximately 4mm/ft, but with the depth foreshortened to reduce space, work was started in early 2022.

With a timber frame forming the back and front, a plywood base was added for the scenery. The arch itself was made from two profiled 5mm plywood sides, held apart by spacers. The ply buttresses were added before the covering of DAS modelling clay was applied. Blocks were scribed using a blunted bradawl, the stonework coloured with brown, white, black and yellow oil paints, and the mortar highlighted with a ball-point pen. Notice, too, that there is no keystone!

The scenery is built up layers of insulation foam (Cellotex), added once the arch was finally fixed in place. The shape of the valley sides, and the burn profile were cut with a carving knife (not the household one!). I formed the ground cover using Sculptamold, and used textured paint to represent the soil, then I gradually added a random selection of rubberised horsehair covered with scatter materials (held in place with spray glue), teased out fibre fill, scraps of seafoam, more scatter materials and static grass of varying lengths, all layered up.



ABOVE: The two ladies in period dress were added to create a sense of scale, as the Arch towers magnificently above them. Contemporary engravings suggest that the Arch was a local landmark.

MIDDLE LEFT: Here, the Arch structure has been fixed in position, and 'Cellotex' insulation has been layered and partially carved to create the valley sides. The proscenium arch and profile board have been added.



BOTTOM LEFT: The plywood skeleton of the Arch was constructed as a separate item for easy handling while the stonework was created and painted – a time-consuming job!



ABOVE: As the viewer sees the completed Causey Arch diorama, with information panels and photos charting its location and history mounted along the front edge.

RIGHT: A view along the rail bed showing the wooden rails and rudimentary point blade. It is possible to walk over the Arch today, protected by iron railings.



The exposed rock faces are pieces of cork bark I had in store. I made up a mix of small stones, coarse and fine ballast, chinchilla dust and chopped-up twigs to form the river bed, then added Aqua Magic layer by layer to the depth that looked right. The trees are mainly seafoam, carefully selected to be as straight as possible, before spraying with matt camouflage brown. The leaves are scatter materials of different shades and textures, trying to get as much variety in the foliage as possible. A few flowers, reeds and ferns have been added to complete the scenery.

The wagons are from Accurascale, and are of a design that was used from the 1720s right through to the 1850s. To source the figures (all four of them) and the two horses proved tricky, as most model railway suppliers don't go back earlier than the 1820s, and I was representing the 1750s! Luckily, a war-gaming friend suggested some suppliers, including Gripping Beast, whose Napoleonic range provided the two wagon masters and horses, plus the two demure ladies out for a walk beneath the arch. These models are white metal and highly detailed, but a bit overscale, but I think I've got away with that!

The diorama was then finished off with plywood top, sides and back, and two double rows of LED lighting strips added inside the roof panel. A proscenium arch was added to the front, and all visible wood was painted with matt black furniture paint. I added the lettering to the front and a curtain around the legs.

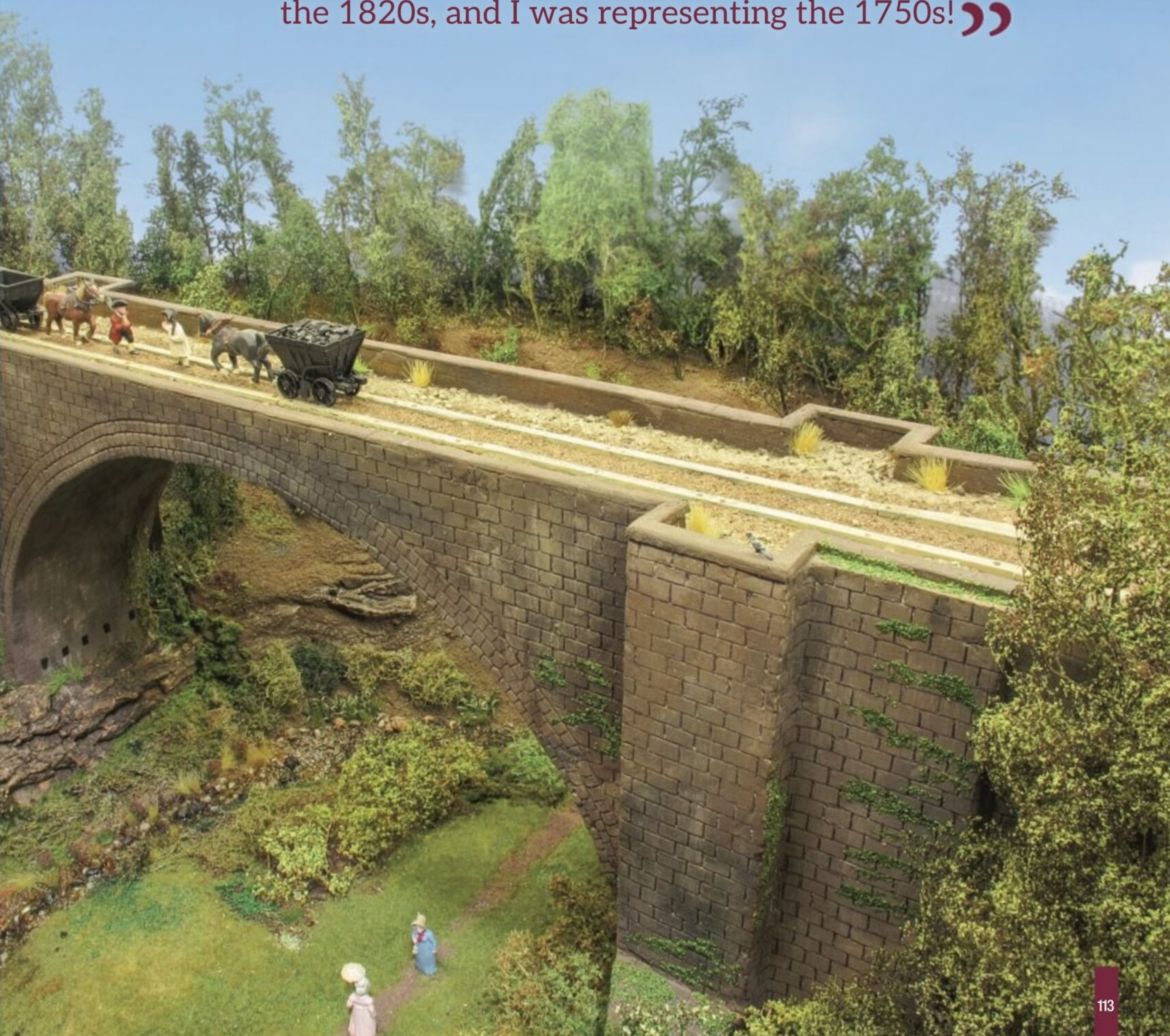
And the 'contemporary' picture I based it all on? Well, I later found out that the arch always carried two sets of wooden rails, there was no convergence, and no argument; the painting was completed in the 1980s! ■



LEFT: I've tried to recreate the deeply wooded, steep-sided gorge over which the Arch was built. It opened in 1727 and replaced an earlier wooden bridge, which allegedly collapsed.

BELOW: The Causey Burn flows beneath the Arch, on its way to join the River Tyne at Newcastle. After he designed the structure, local engineer Ralph Wood was so concerned that it would collapse that he committed suicide in 1727.

“To source the figures (all four of them) and the two horses proved tricky, as most model railway suppliers don't go back earlier than the 1820s, and I was representing the 1750s!”



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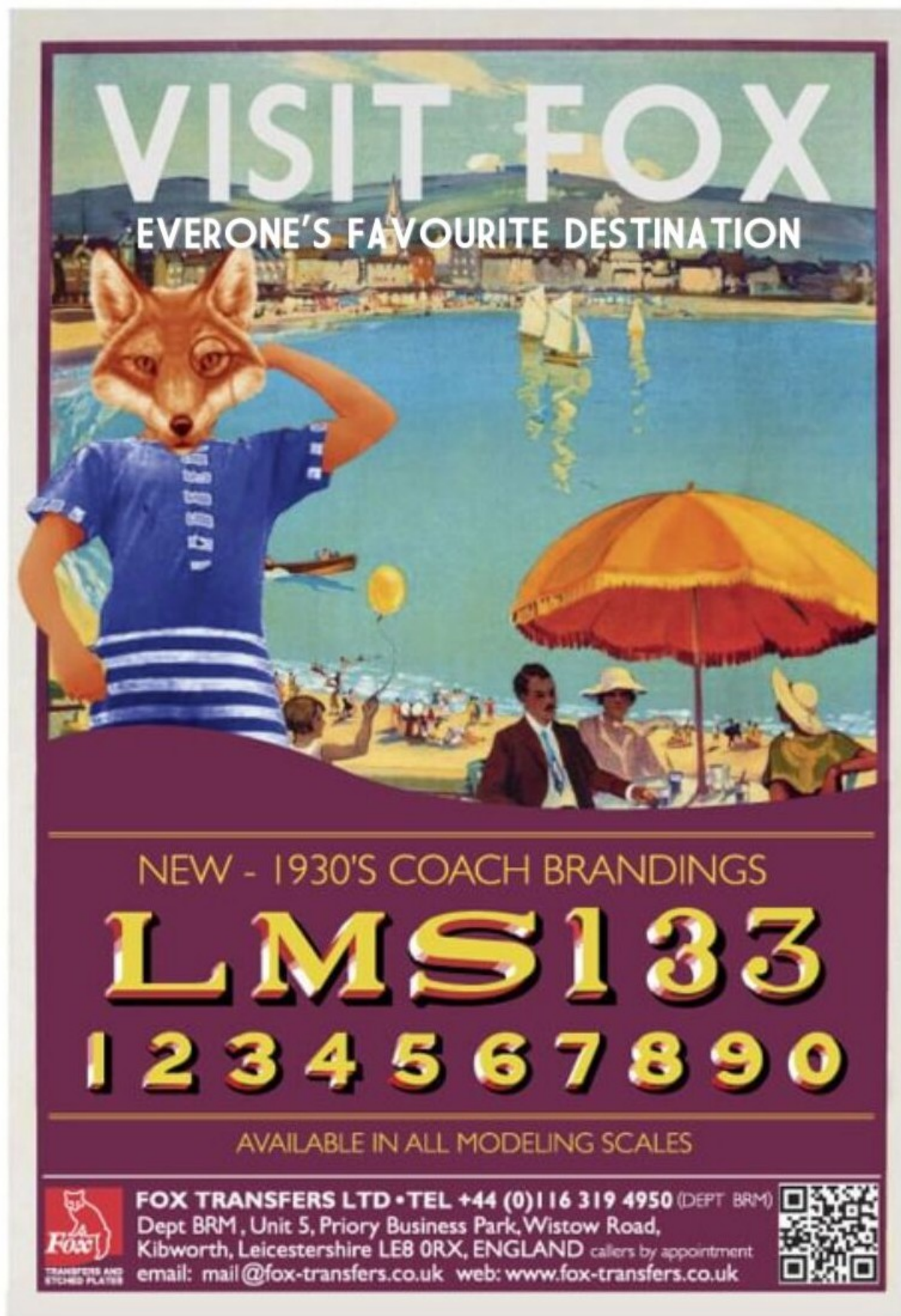
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THE LATEST HEADLINES

Bachmann unveils Summer 2026 British Railway Announcements

Bachmann Europe Plc has revealed its Summer 2026 British Railway Announcements, featuring new tooling, returning favourites and fresh liveries across the Graham Farish, Bachmann Branchline, Scenecraft and EFE Road ranges.



Graham Farish

The latest Graham Farish Class 20/0 introduces new tooling to represent the Scottish-allocated locomotives fitted with larger cab side windows and bodyside recesses.

At the same time, Bachmann has upgraded the chassis design to include a Next18 DCC decoder socket and pre-fitted speaker, allowing sound-fitted models to be offered for the first time in the range. The revised chassis arrangement is expected to appear in future production runs of existing Class 20/0 models.



Class 20/0 - DCC Ready - RRP £169.95 - Nov/Dec 2026
Class 20/0 - DCC Sound-Fitted - RRP £279.95 - Nov/Dec 2026

The Summer 2026 N scale freight announcements also include the return of HTA coal hopper wagons alongside Conflat wagons carrying 'Birds Eye' containers and four new BR 12-ton ventilated vans. Wagons are priced from £22.95 and expected to arrive from September.



Bachmann Branchline

In OO scale, the all-new Class 170 and Class 171 Turbostars, initially announced at the end of April, take centre stage.

The first releases cover the Class 170 from its original Midland Mainline condition through to present-day operation with CrossCountry, ScotRail and East Midlands Railway. A two-car Class 171 in Southern livery has also been announced.

The initial Turbostar range includes:

- Midland Mainline
- CrossCountry
- ScotRail
- East Midlands Railway
- Southern



RRP is £349.95 for a DCC-Ready 2-car unit, with 3-car DCC Sound-Fitted units priced at £569.95, with expected arrival from late 2026 into early 2027.

Other range additions include new versions of the Peppercorn A1 and A2 Pacifics, with No. 60163 *Tornado* appearing in Apple Green livery. Prices are £214.95 (DCC ready) and £324.95 (Sound-Fitted) with expected arrival of Sept to Nov 2026.



The Ivatt 2MT 2-6-0 also returns to the Branchline range, including preserved No. 46521 in BR Lined Green, representing the locomotive as it appeared while portraying *Blossom* in the BBC sitcom *Oh Doctor Beeching!* RRP £179.95, arriving Aug/ Sept 2026.

New OO scale freight stock includes BR plywood ventilated vans, LNER fruit vans and PCA 'Metalair' bulk powder wagons.

The plywood vans will be offered in standard BR Bauxite liveries as well as a departmental green scheme with black and yellow warning stripes. The PCA wagons are to be produced with weathered finishes, including examples carrying Freightliner Heavy Haul markings. Prices are from £26.95.



Scenecraft

The Bachmann Scenecraft range sees the return of a number of established N scale structures and accessories, including the Servicing Point, Depot Mess Room and Toilet, plus several wall and gate packs.

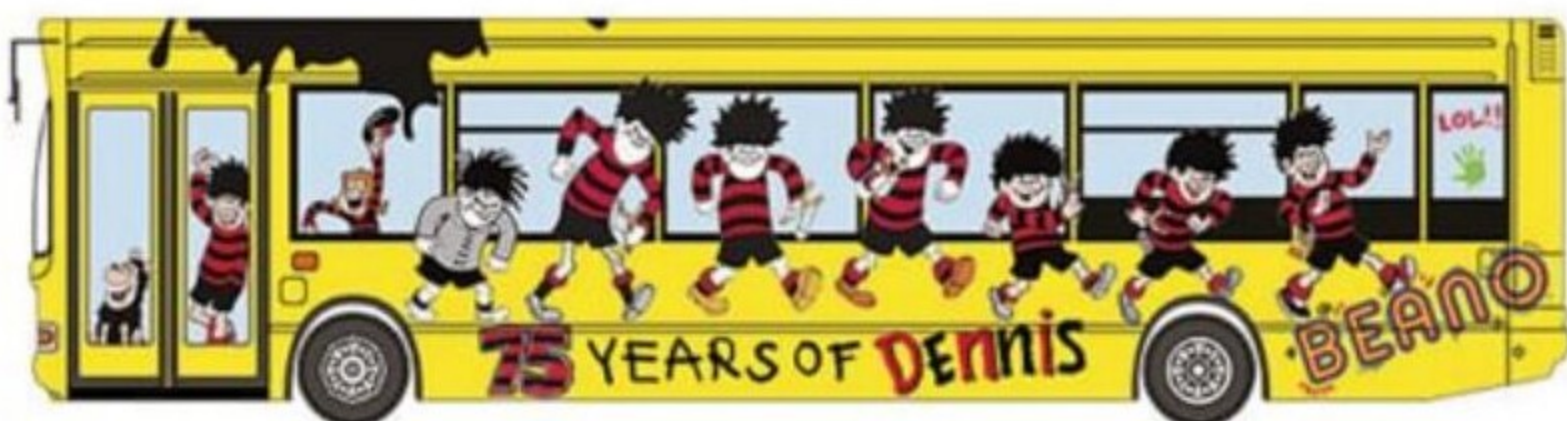
Returning OO scale buildings include the Station Café, Wigmore Watermill and the Low Relief Underground Station. RRP from £7.95.



EFE Road

Within the EFE Road range, updated 1:76 scale Daimler Fleetline DMS buses have been announced using revised tooling featuring the early style front end for the first time. Four examples will appear in London Transport liveries, accompanied by a Brighton Corporation Driver Training vehicle. Expected Jul/ Aug 2026 with an RRP of £46.95.

EFE Road has also partnered with D C Thomson to produce a special 'Dennis on a Dennis' Dennis Dart to mark the 75th anniversary of Dennis the Menace. The model carries officially licensed Dennis and Gnasher artwork. Expected Q3 2026 with an RRP of £56.95.



Dapol announces Woodgreen charity wagons



Dapol has revealed a new range of charity-branded wagons in N, OO and O gauge in support of Woodgreen Pets Charity, including exclusive customised editions featuring customers' own pet photographs.

The range will be available through the manufacturer's stockist network, with Dapol confirming that a donation will be made to the charity for every wagon sold.

Alongside the standard releases, the manufacturer is also offering customised wagons exclusively through its website. These versions will feature Woodgreen branding on one side and a customer-supplied pet photograph on the other. The customised service is being handled directly by Dapol due to production requirements.

The general release range includes the Gunpowder Van, Ventilated Van and GW Van in Woodgreen Animal Charity branding, with each wagon also available in a weathered finish. Customised versions have also been announced.

The standard range will be offered in both pristine and weathered finishes across all three scales. Customised models will incorporate a customer-supplied image, with the manufacturer noting that final print quality will depend on the resolution and quality of the uploaded photograph.

Dapol also advises that minor artwork adjustments may be required to ensure images and text fit the available print area.

General release wagons are scheduled to arrive through stockists in June.

Recommended retail prices for standard models are £13.08 for N gauge pristine examples and £14.42 for weathered versions.

OO gauge models are priced at £14.63 in pristine condition and £15.87 weathered, while O gauge wagons are listed at £59.34 pristine and £61.74 weathered.

Customised wagons are available to order now through the Dapol website, with an estimated production lead time of five to seven days.

Prices are set at:

- £15.00 for N gauge
- £20.00 for OO gauge
- £65.00 for O gauge



Hornby brings magic to Playtrains

Perfectly timed with a new Harry Potter TV series, which is set to bring the magic of Hogwarts to a new generation, Hornby extends the imagination of play with expansion to its Playtrains range.

R9370SSM - Playtrains Hogwarts Express Train Set with Steam - £79.99

R9371SS - Playtrains Hogwarts Express Hogwarts Castle Steam Locomotive - £44.99

R9372 - Playtrains Hogwarts Express Coach Pack of 2 - £19.99

Featuring steam effect, lighting and powered by batteries, which means no wiring is required, the Harry Potter set features a bright red *Hogwarts Express* based on a GWR Castle Class steam locomotive.



An extensive track layout includes a figure of eight and a siding to allow for adventures. However, scaled at OO, the loco and carriages will also run on regular OO track - perfect for visits to 'grown up' relatives' layouts.

In addition, an Express Blue-liveried version pairs with crimson and cream coaches perfectly, and additional wagons and scenic items complete the range expansion for now.

- R9378SS - Playtrains Blue Ranger Steam Train with steam - £44.99
- R9373 - Playtrains Steam Train Coach Pack of 2 - £19.99
- R9374 - Playtrains Open Wagon and Tipper Wagon Duo Pack - TBC
- R9375 - Playtrains Station and Platform
- R9376 - Playtrains Signal Box
- R9377 - Playtrains Tunnel

Hornby believes that its Playtrains range is an ideal opportunity to bring families together away from computer and other device screens, while helping young people develop creative skills and happy memories that often lead to the enjoyment of railways, and railway modelling later in life.



Bachmann Collectors Club releases RTC liveried Class 69

Alongside the general range announcements, the Bachmann Collectors Club has launched a limited-edition OO model of Class 69 No. 69004 *RIDC Melton* in RTC Red and Blue livery.

No. 69004 was the fourth of the 16 Class 69 locomotives rebuilt by GBRf from former Class 56s. Introduced in early 2022, the locomotive later received the RTC-inspired red and blue colour scheme and was named *RIDC Melton* after the Old Dalby testing facility operated by GBRf.

The model builds on the all-new Bachmann Branchline Class 69, introduced in late 2025.

The model is available in three versions:

- Standard
- Sound-Fitted
- Sound-Fitted Deluxe

Sound-Fitted versions feature Bachmann's dual-fitted XL speaker system and a factory-installed ESU LokSound V5 DCC sound decoder loaded with recordings taken from the prototype locomotive.

Sound-Fitted Deluxe models will also include motorised radiator fans and Bachmann's auto-release Coupling System for automatic DCC uncoupling.



The limited-edition Class 69 is available now through the Bachmann Collectors Club and is restricted to one model per member during the initial sales period.

Pricing is as follows:

- 35-779K - standard version - £249.95 RRP - Club price £224.95
- 35-779KSF - Sound-Fitted - £359.95 RRP - Club price £323.95
- 35-779KSFX - Sound-Fitted Deluxe - £389.95 RRP - Club price £350.95

TMC commissions new TT:120 JNA wagons

TMC has announced four new TT:120 JNA box wagons, commissioned exclusively from Revolution Trains, with delivery expected in Q4 2026.

The new models expand the range of modern TT:120 freight rolling stock with a selection of contemporary aggregate and infrastructure wagons finished in Cappagh blue and plain VTG blue liveries. The release covers members of the JNA and MMA box wagon family, vehicles widely used across the modern railway network in mixed freight formations.

Three of the announced wagons carry Cappagh branding in what TMC describes as a 'Mid Ultramarine Blue' livery. The fourth model represents a debranded VTG blue wagon, reflecting the appearance of wagons currently operating in service.

- TT-EAL-107A, JNA VTG Box Wagon 'Cappagh' 8170 5500 707-1 in Bright Blue
- TT-EAL-107B, JNA VTG Box Wagon 'Cappagh' 8170 5500 715-4 in Bright Blue
- TT-EAL-107C, JNA VTG Box Wagon 'Cappagh' 8170 5500 720-4 in Bright Blue
- TT-EAL-107D, JNA VTG Plain 'Spot' Wagon 8170 5500 737-8 in Bright Blue



According to TMC, the lighter ultramarine shade differs from previously announced GBRf blue variants and is intended to match the appearance of the prototype wagons in contemporary operation.

Pre-production examples from Revolution Trains highlight separately-fitted details, fine printed decoration and wagon-specific variations across the range.

Prototype differences between vehicles, including braking systems, underframe layouts and body details, have been incorporated into the models to reflect variations found on the real wagons.

The wagons have also been designed for operation in mixed formations, allowing them to be paired with a range of modern freight locomotives.

Each wagon is priced at £44.95, with models due in Q4 2026.

TMC stated that production quantities will be limited and based closely on pre-orders.



Dapol O gauge Class 66 enters production

Dapol has confirmed that pre-production samples of its forthcoming O gauge Class 66 have been reviewed, with the model now moving into production ahead of an expected retail release in July 2026.

Decorated sample body shells have also been produced, allowing Dapol's design team to assess liveries and finishes ahead of full production.

Six initial variants have been confirmed:

- 66001 in EWS livery
- 66504 in Freightliner Powerhaul livery
- 66709 in GBRf Sorrento MSC livery
- 66421 in new DRS livery
- 66789 in GBRf *British Rail 1948–1997* large logo blue livery
- 66783 in GBRf *Biffa The Flying Dustman* livery

Dapol says nameplates will be treated according to the prototype. Where plates form part of the painted or vinyl finish, they will be printed, while locomotives carrying physical plates will be supplied.

The Class 66 is one of the most familiar diesel locomotive types in modern UK freight service, and Dapol's range covers a mix of contemporary and heritage-inspired liveries.

Dapol reports that the latest engineering prototypes from its newly appointed manufacturing partner have been reviewed positively, with only minor refinements identified. The move follows earlier issues with a previous supplier, after which tooling was transferred to another factory already used for a number of Dapol's recent releases.

Decorated engineering prototypes have also, according to Dapol, demonstrated smooth and quiet running with ample hauling power.

Revised retail pricing is listed as:

- DCC-Ready: £395
- DCC-Fitted: £460
- Sound-Fitted: £540
- Deluxe Spatial Sound: £615





Rapido expands its 'all-purpose' wagon range

Rapido Trains UK has announced an expansion of its 009 gauge 'all-purpose' wagon range with the introduction of three newly tooled wagon types.

The new additions comprise a wooden coal hopper, rectangular tank wagon and round-ended flat wagon. The models form part of a second batch of wagons within the range, with the order book now open and tooling already underway.

Wooden coal hopper

The wooden coal hoppers will be available in finishes such as plain brown, dark grey, red and light brown, with selected wagons carrying markings, including 'Ore' and 'Coal'.

- 883001 Plain brown No.19
- 883002 Plain brown No.25
- 883003 Dark grey 'Ore' No.17
- 883004 Plain dark grey No.18
- 883005 Red 'Coal' No.36
- 883006 Red No.38
- 883007 Light brown No.33
- 883008 Light brown No.5

Rectangular tank wagon

Rectangular tank wagons will be produced in a range of colours, including black, green, grey and red, alongside private owner examples such as D Thomas Tar Distillers and Beardspoon Cider. Some variants will carry load designations including 'Water', 'Fuel' and 'Oil'.

- 883101 Plain black No.20
- 883102 Plain green No.16
- 883103 Dark grey 'Water' No.31
- 883104 Red 'Fuel' No.27

- 883105 Light grey 'Oil' No.98
- 883106 D Thomas Tar Distillers No.17
- 883107 Beardspoon Cider No.20
- 883108 Plain rusty brown No.114

Round-ended flat wagon

Round-ended flat wagons will be offered in plain brown, grey, green and red finishes, each supplied with a removable crate load featuring individual markings.

- 883201 Plain brown No.61, with removable crate
- 883202 Plain brown No.63, with removable crate
- 883203 Plain grey No.7, with removable crate
- 883204 Plain grey No.3, with removable crate
- 883205 Plain green No.22, with removable crate
- 883206 Plain green No.23, with removable crate
- 883207 Plain red No.6, with removable crate
- 883208 Plain red No.9, with removable crate

The manufacturer states that all models in this batch will share a common underframe design and will be fitted with NEM-compliant 009 hook-and-loop couplings at both ends.

The range is intended to provide a consistent and flexible selection of wagons suitable for a variety of layout themes.

Models are available to pre-order now. Recommended retail price is £27.95 per wagon.



Revolution unveils decorated Ealnos wagons

Revolution Trains expects the wagons to enter production following approval of the samples, with delivery currently scheduled for late 2026.

The TT:120 models are the manufacturer's first ready-to-run entry into the scale and include several tooling variations to reflect differences found across the prototype fleet.

The range includes versions with either nine or 11 bodyside ribs, wagons with and without side doors, and both bogie-mounted and body-mounted parking brake arrangements.

Alongside the standard range, two commissioned editions are also being produced.

TMC has commissioned a JNA-T in maroon Touax livery, representing wagons used on Mendip stone traffic.

Malc's Models and TTC Diecast have jointly commissioned DB MMA wagons carrying the yellow 'Special Products' branding associated with Peak Forest soapstone workings.

The models are intended to complement existing modern image TT:120 rolling stock, including the British Rail Class 66 already available in the scale.

The wagons are available to pre-order directly from Revolution at £44.95 each. Direct pre-orders will close on June 30, although stock will also be available through selected retailers.



Make a Scene 2026 Launches to inspire a new wave of modellers



A new nationwide modelling competition is set to put creativity firmly centre stage, as RAILstuff teams up with JSModels and TrainTrax to launch Make a Scene 2026, supported by World of Railways.

Open to entrants of all experience levels, the initiative invites participants to build a compact N gauge scene using a specially designed starter kit - placing imagination, storytelling and atmosphere ahead of size or complexity.

At the heart of the competition is a simple idea: give everyone the same starting point, then let creativity take over.

Each entrant begins with a Hex-TRAK base module from JSModels, combined with Kato Unitrack supplied by TrainTrax, plus a selection of scenic materials. From there, the brief is intentionally wide open. Scenes can be rooted in reality or entirely fictional, ranging from traditional railway settings to more imaginative or even science fiction-inspired concepts.

The result is a format that celebrates individuality, while keeping the focus firmly on storytelling and visual impact.

A key aim of *Make a Scene 2026* is to welcome newcomers into the hobby while still engaging experienced modellers.

By standardising the base format, the competition removes



many of the usual barriers to entry. Beginners can focus on learning and experimenting, while seasoned builders can push creative boundaries within a defined space.

Crucially, judging will prioritise originality and atmosphere over technical complexity—reflecting a broader shift in the hobby towards creativity-led modelling.

The competition also carries a strong charitable element, supporting Andy's Man Club. £2 from every starter kit sold will be donated to the organisation, which provides peer-to-peer support groups for men's mental health.

Starter kits are available to order now, priced at £27. Kits will be dispatched in monthly batches, with options for both straight and curved track layouts.

Entries open on June 1st, 2026, and close on October 9th, 2026.

Selected finalists will be invited to exhibit their models as part of a large, fully operational N gauge layout at the National Festival of Railway Modelling. The modules will be combined into a single layout and operated live across the weekend—offering entrants a rare opportunity to see their work run in a major exhibition setting.

Brassmasters announces LNER J19/2

Brassmasters has announced a new 4mm scale locomotive kit for the LNER J19/2 0-6-0 freight locomotive. Designed for construction in OO, EM, or P4, the new release follows the manufacturer's earlier J17 kit and is accompanied by additional Meon Valley resin-printed wagon bodies.

The J19/2 was the final development of the T77 class designed by A.J. Hill and built by the Great Eastern Railway between 1912 and 1920. These freight locomotives became closely associated with the GE/NE Joint line, although they could also be found across the former Great Eastern network and on the Midland and Great Northern Joint Railway.

The new kit includes a **resin-printed** boiler with round-top firebox, together with a **resin-printed** tender. Other features include representative inside motion and an etched compensated chassis.

Brassmasters has also confirmed that a version of the kit to build either a J18 or J19/1 is in the final stages of development and is expected to become available in the coming months.

Alongside the locomotive release, further Meon Valley 4mm scale wagon bodies have been introduced:



- MVW4125, RCH 1907 Glass Houghton Colliery 15ft 5-plank open wagon body
- MVW4126, Stephenson Clarke 16ft 6-plank open wagon body
- A 16ft 7-plank Stephenson Clarke wagon body is also planned for release shortly.

The Brassmasters LNER J19/2 locomotive kit is priced at £150, excluding postage and packing, and the Meon Valley wagon bodies are priced at £14 each, also excluding postage and packing.

WIN BIG THIS MONTH WITH BRM!

Two great prizes are up for grabs this month!



WIN a Bachmann Diesel Loco!

Remember the Bachmann Class 13 we reviewed back in the May issue of BRM?

We are giving away this D4502 BR Green twin pack to one lucky winner.

For your chance to win, answer the question below to enter the prize draw.

What is the nickname for the stripes used on shunting locomotives?

- A: Bee stripes
- B: Zebra stripes
- C: Wasp stripes
- D: Tiger stripes



Worth
£399.95!



For your chance to win head to:

WIN the Hornby Railroad Class 47 with sound!

You can read all about this impressive locomotive on page 128 in this issue, plus we're giving you the chance to become the owner of one.

For your chance to win a BR Class 47 47306 *The Sapper* Railfreight Distribution – answer the simple question below and head to our website to enter the prize draw.

What number Brush Type is this locomotive?

- A: 2
- B: 3
- C: 4
- D: 5



Both competitions will close on August 31st, 2026.

world-of-railways.co.uk/Competitions



Revolution 1938 tube stock



**Jerry
Clifford**



Inner and outer ends
of the class 483 in
'Island Line' livery.

The much-anticipated 1938 Tube stock from Revolution have finally landed with stockists and, it has to be said, the wait has been worthwhile for these long-lived prototypes.

As the name implies, the units were introduced in 1938 with 1,121 cars being built by Metro-Cammell and Birmingham RC&W. The design proved to be such a success that a further 173 were added after the war through a combination of new builds and rebuilds. They formed the backbone of the London Transport fleet for decades, seeing service right across the network on the Bakerloo, Northern, Piccadilly, East London, Central and Northern City lines. Withdrawals began in the 1970s, following the introduction of the 1972 stock, with the final units going in 1988 after an impressive half-century of service. The last line to be worked exclusively by the 1938 stock was the Bakerloo.

This, however, was not the end of the story. 10 units were refurbished, reclassified Class 483, and put in another 33 years service, on the Isle of Wight, where they replaced

earlier former Underground stock, before final withdrawal in January 2021, after a remarkable 83 years.

Revolution has introduced the units in original 'rail red', with gold, 'London Transport' branding, and the later 'bus red' with the white roundel. Both liveries are available in three- and four-car packs to enable prototype formations to be assembled.

For the Isle of Wight 483s, two-car sets have been released in either Network Southeast livery or London Transport maroon with 'Island Line' branding and yellow ends as worn in their final years.

The first thing that strikes you when opening up the very neat packaging, apart from the fact that these are stunning models, is just how small they are. The short coach length and very low profile give them an almost jewel-like quality. Detailing, as would be expected, is excellent, as is the livery application and printing, including the tiny destination blinds familiar to anyone who has travelled around the capital.

Running is also superb, being smooth and quiet. Lack of space dictates that there are no

speakers for sound and the DCC interface is 6-pin rather than Next 18. Chip fitting is very straightforward, the socket being housed in the moulded underframe panel, which simply unclips. The non-powered cars are fitted with interior lights, which are switched on and off with a magnetic wand. These work very well and show off the interior detail, although it does highlight the fact that the power cars are full of mechanisms and therefore not illuminated.

The low profile of the models also means that there is no room for NEM pockets. Cars are connected using simple little bar couplings that clip onto vertical pins. The ends have neat representations of the prototypes 'Wedgelock' couplings, which can be unclipped to enable multiple units to be connected. This is all outlined in the comprehensive instruction leaflet.

Overall, these are beautiful little models and Revolution is to be congratulated for doing such a niche prototype. I expect to see a spate of small layouts based on urban London, rural Isle of Wight, or modellers simply invoking Rule 1!



Underside view showing the simple bar coupling and removable panel for access to the DCC socket.

The full four-car set still comes in at less than 450mm in length!



The interior lights highlight the fully-detailed interior.



End view showing the dummy 'Wedgelock' coupling and fully legible Bakerloo line destination blinds.

FACTFILE

Model (Review item in bold):

RT-N-LU1938-MAR401A 1938 Tube Stock - London Transport (Gold Branding) Maroon "Rail Red" (Cream Window Bars) Set A (Northern Line) 4-Car EMU

RT-N-LU1938-MAR401B 1938 Tube Stock - London Transport (Gold Branding) Maroon "Rail Red" (Cream Window Bars) Set B (Bakerloo Line) 4-Car EMU

RT-N-LU1938-MAR301C 1938 Tube Stock - London Transport (Gold Branding) Maroon "Rail Red" (Cream Window Bars) Set C (Northern & Bakerloo Line) 3-Car EMU

RT-N-LU1938-RED402A Tube Stock - London Underground (White Roundels) "Bus" Red Set A (Northern Line) 4-Car EMU

RT-N-LU1938-RED302C 1938 Tube Stock - London Underground (White Roundels) "Bus" Red Set C (Northern & Bakerloo Line) 3-Car EMU

RT-N-LU1938-MAR202A Class 483 - Isle of Wight "LT" Maroon (Island Line Branding) Set 007 2-Car EMU

RT-N-LU1938-MAR202B Class 483 - Isle of Wight "LT" Maroon Set 008 2-Car EMU

Construction: Plastic moulding with metal chassis

Weight: 65g (power car)

Era: 1938-2021

Price: £189.95 (IoW 2-car) £239.95 (3-car set) £289.95 (4-car set)

Minimum curves: Radius 1

Accessories: Magnetic lighting wand and spare coupling bars

WHAT WE LIKE

- ✓ Sweet running
- ✓ Excellent detailing and finish
- ✓ Interior lights

Hornby Railroad BR Class 47



Steven Draper



Hornby's Railroad Class 47 instantly looks at home on the layout.

There are faster locomotives. There are more detailed locomotives. There are locomotives with enough separately-fitted details to trigger a mild breakdown while removing them from the box. And then there's the Hornby Railroad Class 47 in Railfreight Distribution grey, a model that turns up, fires its Sulzer engine into life and quietly reminds you why the Class 47 became Britain's go-anywhere diesel workhorse.

Hornby Railroad models date back to an era where "kind of looks about right" was much more the norm than today's laser-scanned, super-detailed models. But this isn't just a never-ending re-run of a model

from the '80s, it's seen love from the team at Hornby, which is clear straight, from the distinctive bright red and yellow Hornby Railroad box.

The paint job, which is certainly up to recent standards, delivers a great first impression, whether this is destined for a young or grown-up person's model railway. Sector logos are crisp, the yellow ends are neatly applied, and from normal viewing distance, it looks considerably more expensive than its Railroad branding suggests, with metal buffer heads, a hint of cab detail and a fair amount of detail, even if it is moulded.

There's etched nameplates in the box, thin, modern looking tension-lock

couplings and absolutely plenty of reasons, including handling robustness, desire to add detail and weather yourself, in addition to a price point much lower than many of the super-detailed versions, especially considering this is factory-fitted with DCC sound.

It will connect to a regular DCC controller, but many will be using Hornby's HM7000 Bluetooth system via a phone or tablet (transformer pack and App required).

While there are occasional quirks, the system has certainly brought many of the functions of fully loaded DCC systems into the accessible range for many people, adding the enjoyment value of sounds, horns and other features.



The older tooling is elevated impressively by very good paint application and decoration.



The bogies have excellent levels of detail.

And with that, the Brush Type 4 provided for review comes alive with proper diesel drama. Startup gives rumble convincingly through the speaker, compressors chatter away in the background and, once underway, the familiar growl builds into a satisfyingly heavy freight thrash. For a Railroad-range locomotive, it feels

reassuringly closer to a more expensive, rather than budget, experience.

Of course, if rivet accuracy, the very best sound and maximum haulage are required, there are other Class 47 options, but where this model wins is understanding that many modellers actually just want something that looks

FACTFILE

Model (Review item in bold):
R30440TXS - BR Class 47
47306 The Sapper Railfreight Distribution

R30453 - BR Class 47 47749

Atlantic College RES

R30541 - BR Class 47 47787

Windsor Castle EWS

Construction: Plastic body with mostly moulded details

Weight: 268g

Era: 1964 - Preservation

Price: £94.99-149.99 (sound models)

Minimum curves: Radius 2

Accessories: Etched nameplates, traction tyres

WHAT WE LIKE

- ✓ Smooth running
- ✓ Very good paintwork and decoration
- ✓ DCC performance and functionality
- ✓ Excellent value



Moulded detail is well defined.



There is even a basic cab interior.

fine, sounds good and will happily haul a modest rake of wagons around the layout for an entire evening.

And on the layout, especially when moving, the imagination quickly blends many compromises away, as the model delivers something increasingly valuable in the hobby: uncomplicated enjoyment.

The Hornby Railroad Class 47 doesn't pretend to be the last word in finescale modelling. Instead, it delivers excellent paintwork, genuinely entertaining sound and, at a time when many hobby budgets are under huge pressure, superb value.



Plenty of pick-ups, one required gently easing back behind the wheel with ordinary tweezers.

Bachmann EFE Rail LSWR T3 4-4-0



Tony Wright



I've never seen livery application on a model any better than this.

Some little time ago, EFE Rail introduced some LSWR short bogie carriages; now we have a beautiful locomotive to haul them in the form of the Adams T3 4-4-0. Noted as being one of the finest express passenger locomotive types of its time, 20 T3s were erected at Nine Elms between the end of 1892 and the end of 1893 – the epitome of Victorian elegance. The locomotives were turned out in the LSWR lined 'pea green' livery (the period represented by the model),

with piston tail rods and prominent bogie wheel splashers. By the early-1900s, these had been removed and Drummond-style chimneys with lipped tops were replacing the original stove pipes. The livery was also altered, and at the Grouping in 1923, all were painted in Maunsell SR green. They did all that was asked of them until the 1930s, when withdrawals commenced – No.563 lasting until as late as 1945, when it was withdrawn for preservation. It was repainted in the later style of LSWR Drummond livery and has been in preservation for 81 years!

After being stored/displayed at various centres, it was repainted back into 'pea green' in 1959. Then followed display at Clapham and then the NRM in York. In October 2023, it was returned to steam under the ownership of the Swanage Railway 563 Locomotive Group, resplendent in the later Drummond double-lined livery.

As mentioned, the example sent for review represents No. 561 in as-built condition. In every dimension – major and minor – it is spot-on (accepting that it's in OO). On checking on every resource at my disposal (principally



As elegant a model locomotive as one could wish for.



The drawbar/dragbeam arrangement works perfectly.



Pick-ups on all drivers and tender wheels ensure no stalling.

Bradley's work), I've concluded that to all intents and purposes, it's perfect! As perfect as any 4mm locomotive I've ever had the pleasure of examining and photographing. The number of separately-fitted detail components is remarkable, and all seem securely attached – for once, when I took a new RTR loco from its packaging, nothing fell off!

The loco and tender are connected by a drawbar containing six electrical pins and sockets, ensuring a sound electrical circuit, provision for DCC-fittment (Next 18) being in the tender. Taking the loco body off requires removal of some parts before undoing screws and is not particularly recommended. Unless one is curious, there should be no need to get inside because the loco is factory-lubricated. A firebox glow is incorporated and the cab is wonderfully well-represented. All buffers are sprung. A hinged fallplate is fitted to the loco, complete with a slot to avoid contact with the tender brake stanchion on curves (no SR locos were ever fitted with water scoops because the system never had any troughs).

What really stands out for me on this model is the livery application. In a word, it is exquisite; as good as any other RTR example I've ever seen and certainly a rival to the very best pro-painters. Indeed, most 'ordinary' model painters (definitely me) would never get anywhere near this standard of excellence.

Performance, straight from the box, was exemplary. Power is provided by a five-pole motor fitted with a flywheel, resulting in quiet, even and silky-smooth performance. Because of its diminutive proportions and relatively light weight, haulage capacity is not enormous. I tested it on three scratch-built carriages made of wood and metal and also three kit-built carriages made of metal – three being the maximum load before slipping rendered forward movement impossible by adding a fourth. In fairness, four or five plastic RTR carriages should be an easy load, which is not un-prototypical. Should a greater tractive effort be required, a replacement set of rear drivers is provided, fitted with traction tyres. I can't imagine a majority of purchasers contemplating this

FACTFILE

Model (Review item in bold):

LSWR Adams T3 558 SR Lined Maunsell Green (E85025)

LSWR Adams T3 560 SR Lined Maunsell Green (E85024)

LSWR Adams T3 561 LSWR Adams Green (E85019)

LSWR Adams T3 563 LSWR Drummond Green (E85030)

LSWR Adams T3 564 LSWR Urie Green (E85023)

Construction: Diecast metal and plastic

Weight: 300g

Era: 1892-early 20th Century

Price: £199.95

Minimum curves: Radius 2

Accessories: Bogie splashers, guard irons and etched engine head signals – LSWR-period models are supplied with LSWR-style discs and LSWR diamonds, SR-period models are supplied with SR-style discs

WHAT WE LIKE

- ✓ Overall accuracy
- ✓ Beautiful livery application
- ✓ Silky-smooth performance

procedure; a procedure which requires removing the coupling rods, dropping down the keeper plate, replacing the drivers (not forgetting that the gear wheel is not central), refitting the keeper plate and refitting the rods. If the traction-tyred drivers are fitted, pick-up shouldn't be compromised because the tender has pick-ups as well.

It's probable that many of these locos bought will go to collectors, who don't alter anything. The fully-lined bogie splashers and front frame extensions are contained in the bag of spares. If these are fitted, it's probably for display purposes only because they really restrict clearances on tighter radii. Cylinder ends with piston tail rods are also supplied; again, if fitted, curve-taking will be restricted. There are also appropriate discs, etched numberplates and scale couplings supplied should the owner wish to fit them.

In conclusion, here we have a superlative pre-Grouping steam-outline RTR locomotive in OO. In looks, finish and performance, it's impeccable and I give it a most-thorough recommendation.

Hornby Mk. 2E coaches



Jerry Clifford

Line up of the three Mk. 2E types being offered by Hornby.

Following nationalisation, the early 1950s saw BR introduce the Mk. 1 coach, which were built in their thousands, to replace the huge fleet of ageing vehicles inherited from the big four. The Mk. 1s, while successful and long-lived, had a number of design flaws, in particular, their performance if involved in accidents and severe corrosion issues, which led to high maintenance costs. The Mk. 2, first introduced in 1964, went some way to addressing these issues with a much stronger all-steel body and changes to the window design.

In total, almost 1,900 Mk. 2 coaches were built at the BR coach works in Derby between 1964 and 1975. All were built to a standard 64' length with the design steadily evolving over the years from the original

Mk. 2, through versions A-F. Arguably, the greatest visual change came with the introduction of air conditioning in the Mk. 2D variation, which meant the loss of opening windows.

Only three types of Mk. 2E, the subject of Hornby's model, were built between 1972 and 1974, comprising FO, TSO and BSO; Hornby has introduced examples of all three.

The Mk. 2s proved very successful in service, with the design forming the basis of the later Mk. 3 and Mk. 4 coaches. A handful remain in service today, including a large number in use on railtour and charter trains. Many more have been sold on, including 140 that made the long journey to New Zealand, where they remain in main line use today.

Hornby is offering the three coach types in both BR blue/grey and Inter-City livery, and they have sent examples of both for review. First impressions are excellent, the sleek lines of the prototype being captured well with a very good level of detail. There are very few separately-applied fittings, but the moulding quality is superb on both the body and underframe. The various battery boxes, dynamos and other gubbins on the underframe are very well defined, as are the B4 bogies, which have very crisp details, particularly around the springs and axleboxes. The livery application is equally good with sharp, fully legible lettering, even down to the tiny 'Private' branding on the guard's door.



View showing the fully detailed underframe.

The models are very free-running, which should mean that scale length trains will be no problem. Standard TT120 couplings are fitted in NEM pockets, which work well, giving reasonably close coupling, although there are magnetic alternatives supplied in the accessory pack, which looks to offer a very neat, inconspicuous solution.

As a dedicated 2mm modeller, it was nice to be able to get up close and personal with some TT:120

models for the first time. Overall, I find this to be a very attractive scale and I'm very impressed with both the looks and performance of what I've seen so far.

With such a limited range of models available in TT:120, Hornby has very sensibly focussed on bread and butter models, which suit the locos that are currently available. A rake of these Mk. 2s, for example, would look particularly fine with its recently introduced Class 50. The Mk. 2s will, I'm sure, be very popular and are highly recommended.

FACTFILE

Model (Review item in bold):

BR Intercity, Mk2E Tourist Standard Open, 5784 - Era 8

BR Intercity, Mk2E First Open, 3234 - Era 8

BR Intercity, Mk2E Brake Standard Open, 9504 - Era 8

BR Intercity, Mk2E Tourist Standard Open, 5889 - Era 8

BR Intercity, Mk2E First Open, 3237 - Era 8

BR Intercity, Mk2E Brake Standard Open, 9502 - Era 8

Construction: Plastic with metal components

Weight: 43g

Era: 1964-present day

Price: £41.99

Minimum curves: Radius 1

Accessories: Alternate magnetic couplings

WHAT WE LIKE

- ✓ Very free-running
- ✓ Livery application
- ✓ Magnetic couplings



Livery application on both the blue/grey BSO (above) and Intercity TSO (below) is excellent.





Hornby YFB Salmon wagon



**Jerry
Clifford**



Underside view of Hornby's new Salmon wagon shows the full truss detailing.

Hornby introduced its Salmon wagon back in 2023. The latest incarnation to arrive for review is the YFB variation fitted with twin Stumec cranes.

All BR departmental wagons were given aquatic code names. The Salmon wagons were designed for carrying 60' lengths of rail for track replacement and recovery operations. They were based on an LMS design, and almost 850 were built between 1949 and 1961. They have had very long lives with almost half of them still in service in the early-2000s, albeit updated with air brakes and new bogies. They could often be seen in multiple, loaded with 600' lengths of continuous welded rail.

Hornby's latest version comes in departmental yellow with two Stumec cranes mounted on the deck and riding on 8' plate bogies. The model is very nicely detailed, the cranes themselves being lovely



Close-up view showing the detailed Stumec cranes and the pockets to accept the optional stanchions.

little mouldings with their small top-mounted petrol engines. The handrails are commendably fine but, being plastic, are very vulnerable and would have been much better rendered in metal. The free-running, deceptively plain plate bogies are well represented with full rivet detail. Not all wagons have the bolsters fitted, so Hornby has sensibly supplied these separately to be fitted by the modeller.

The wealth of tiny lettering is shown to good effect on the striking yellow livery.

FACTFILE

Factfile (Review item in bold):
BR Departmental Salmon DB996995 with Crane

BR Departmental Salmon DB996184

Construction: Plastic

Weight: 78g

Era: 1949-2008

Price: £46.99

Minimum curves: Radius 2

Accessories: Bolsters and stanchions

WHAT WE LIKE

- ✓ Detailed cranes
- ✓ Livery application
- ✓ Separate bolsters

The striking yellow livery application is first class, with all small lettering present and fully legible, although departmental stock was not noted for its cleanliness and these wagons quickly became filthy!

Overall, Hornby has made a good job of these distinctive wagons. Recommended.





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1904-1923/1923-Nationalisation



32.95

REVIEWS

Rapido LNWR 4-Plank Open Wagons

**Tony Wright**

Put into production in 1904, these Dia. 84 18' general merchandise 4-plank opens were built under the supervision of H. D. Earl, the new wagon superintendent of the LNWR (the 'Premier Line'). A later design, based on the same dimensions but with additional bottom doors was coded Dia. 90, and was built mainly for loco coal traffic. Over 15,000 Dia. 84s were passed to the LMS at the Grouping in 1932, and approximately 2,500 Dia. 90s. BR inherited many of the wagons in 1948 at Nationalisation, with several going to Royal Navy depots and the Port of London. A few still exist in preservation. None was ever fitted.

The wagons supplied for review are an example of Dia. 84 in LNWR dark grey and a Dia. 90 in LMS unfitted grey. The Dia. 90 version correctly has the bottom doors moulded into the floor in the closed position (it might be an interesting exercise to cut out one of these and model it in the open position, standing over coal

staiths or the like). In all dimensions, they appear to be very accurate, with all relevant detail present and correct. The underframe (normally not seen) is particularly well-represented, with the (dummy) central springs for the couplings nicely observed. Both are extremely free-running – so much so that one just rolled off my photographic table and bounced onto the floor! Fortunately, no damage was done. Correct split-spoked wheels are present, and both ran smoothly through my mixture of hand-built and Peco trackwork. Small tension-lock couplings are supplied in standard NEM pockets.

The livery-application is perfect, with numeral and letters showing not the slightest evidence of bleed or fuzziness. The worksplate on the LNWR wagon is easily read by the naked eye, but the one on the LMS example needed a powerful camera to fully appreciate it. In conclusion, two new exceptional wagons to the ever-growing range RTR.



No effort has been spared to include every detail on the chassis.



Can one ever have too many of these delightful wagons?

FACTFILE

Factfile (Review items in bold):

LNWR D84 4-Plank Open – No.33550

LNWR Diamonds

LNWR D84 4-Plank Open – No.224433

LMS Bauxite (post-1936)

LNWR D84 4-Plank Open – No.211173

LMS Bauxite (post-1936)

LNWR D90 4-Plank Open –

No.248000 LMS Grey (pre-1936)

LNWR D90 4-Plank Open – No.256069

LMS Bauxite (post-1936)

LNWR D84 4-Plank Open – No.34049

LNWR Diamonds

LNWR D84 4-Plank Open – No.17882

LNWR Grey

LNWR D84 4-Plank Open – No.30582

LNWR Grey

LNWR D84 4-Plank Open – No.275209

LMS Grey (pre-1936)

LNWR D84 4-Plank Open – No.244157

LMS Grey (pre-1936)

LNWR D84 4-Plank Open – No.021439

BR Departmental

LNWR D84 4-Plank Open –

No.M230481 BR Grey

LNWR D84 4-Plank Open – No.281

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LNWR D84 4-Plank Open – No.C55

PLA

LNWR D90 4-Plank Open – No.48166

LNWR Loco Coal

LNWR D90 4-Plank Open – No.54343

LNWR Loco Coal

LNWR D90 4-Plank Open – No.257236

BR Grey

Construction: Plastic with metal wheelsets

Weight: 20g

Era: 1904-1923/1923-Nationalisation

Price: £32.95

Minimum curves: Radius 2

Accessories: N/A

WHAT WE LIKE

- ✓ Overall accuracy
- ✓ Perfect running
- ✓ Excellent finish



Rapido GNR 8T Van



Tony Wright



Roof detail is accurate and appropriate, though how long a roof would remain white in service is questionable.

These ubiquitous vans were a development of the company's previous 6T types, and were built in the first decade of the 20th century, mostly at Doncaster. They had a conventional 10' 0" wheelbase, split-spoked wheels and an overall length of 22' 5". Fully-fitted, they could run at high speed. There were four different body styles – non-vented, end- and roof-vented, end-vent only and roof-vent only. Rapido has supplied the first two types for review. They were used to carry all types of goods, and some specific types were used to transport perishables and even explosives. During the War, over 1,700 of the type were still in service and just under half that total became BR's property at Nationalisation in 1948. None is preserved.

The first example represents No. 420981 and is a ventilated example with both roof

ventilators and end ventilators (the latter modelled with their covers down). It is in post-1936 LNER livery of bauxite.

The second example represents one of the non-ventilated examples designed to carry explosives and is in WW1 condition. Other than the complete lack of ventilation, it's also fitted with access steps below the doors.

Both models are first class. The basic dimensions are absolutely spot-on, with all detail crisply and accurately applied. The chassis detail (normally unseen) is astounding, and far more comprehensive than anything I've ever kit-built in comparison. Separate label clips are supplied should the purchaser wish to fit these (with a dab of PVA). Positions differed, so check prototype photographs for accuracy if doing so. The wheels are true-round and have consistent back-to-backs, enabling

FACTFILE

Factfile (Review items in bold):

GNR 8 Ton Van – GN Livery No.10959

GNR 8 Ton Van – GN Livery No.21000

GNR 8 Ton Van – GN Explosives Livery No.55101

GNR 8 Ton Van – GN Insulated Meat Livery No.8354

GNR 8 Ton Van – GN Fruit Livery No.20962

GNR 8 Ton Van – BR No.E420542

GNR 8 Ton Van – BR No.E427442

GNR 8 Ton Van – NE (Large Letters) No.416790

GNR 8 Ton Van – NE (Large Letters) No.427422

GNR 8 Ton Van – NE (Large Letters) No.439058

GNR 8 Ton Van – NE (post-36) No.427428

GNR 8 Ton Van – NE (post-36) No.439093

GNR 8 Ton Van – NE (post-36) No.420981

GNR 8 Ton Van – BR No.E408862

GNR 8 Ton Van – BR Tool Van No.E432764

Construction: Plastic with metal wheelsets

Weight: 25g

Era: 1990s to nationalisation

Price: £34.95

Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Overall accuracy
- ✓ Excellent livery- application
- ✓ Smooth running

smooth passage through both 'scale' and ready-to-lay pointwork. Small tension-lock couplings are supplied in standard NEM pockets. Livery application and the numbering/lettering are perfectly-applied, only requiring (in my view) a light touch of weathering to bring the models to life. In short, they are truly outstanding.



Along with coal, did any of these vans form part of the Jellicoe Specials in WW1?



Livery application and the numbering and lettering is superlative.



Every detail on the chassis is incorporated with astounding accuracy.

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Steven Draper

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For years, modellers of the late-BR and early-privatisation era have had plenty of choice when it comes to locomotives, while engineers' wagons, petroleum traffic and even nuclear flask trains have all been well catered for. But modern steel traffic, the stuff that gave this era its grit, noise and industrial muscle, has remained oddly underrepresented. These wagons immediately change that.

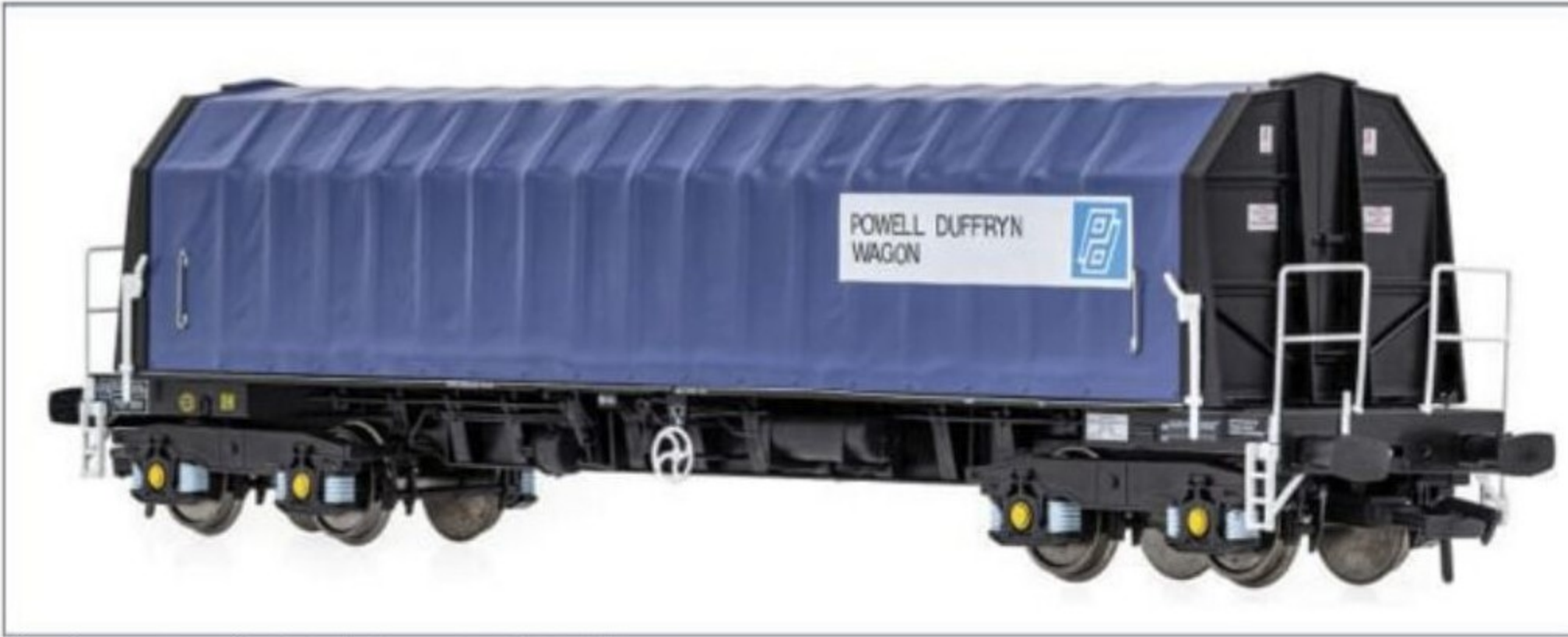
The prototype PXA steel coil carriers first appeared in 1986, built by Powell Duffryn

for British Steel traffic. Looking vaguely like enormous industrial-strength camping tents, they spent their working lives hauling high-value steel coil from South Wales across the country. Later, many found a second life as JXA scrap wagons, carrying twisted mountains of metallic mass back to steel plants across the country.

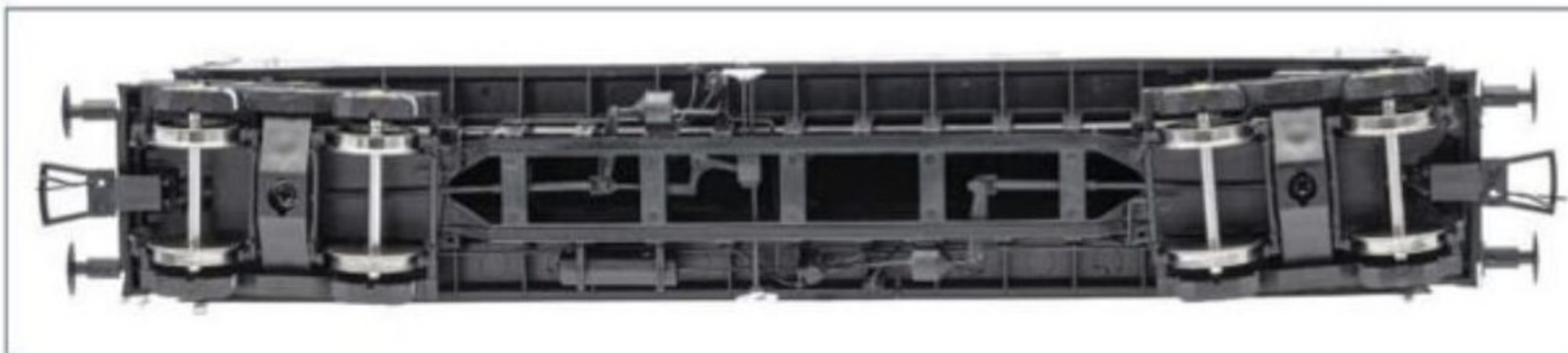
What immediately stands out is the sheer physical presence of the tooling. Cavalex has clearly understood that these wagons succeed or fail on texture and structure. The PXA's characteristic hood arrangement has been captured convincingly straight from the box, complete with subtle ripples and undulations that give the model a genuine sense of stretched tarpaulin over the supporting frame beneath.

Underneath, the specification reads like a modern premium wagon checklist in the best possible way; separately-fitted detail parts, fully detailed underframes, prototypically-rendered bogies, sprung buffers and kinematic NEM couplings all feature. The zinc alloy chassis also gives the models the sort of reassuring heft that modern freight stock genuinely benefits from in long rakes, while quality control across all six review samples proved consistently excellent.

There's evidence of proper modeller thinking here, too. The wagons are designed for straightforward EM and P4 conversion, with alternative scale-specific brake components included in the box, meaning nobody is left hacking away at expensive models with a scalpel and a prayer.



The tarpaulin effect is delivered with brilliance.



Very free rolling, highly detailed underframes on both versions.



Triple packs enable decent-length rakes to be built more easily.

Operationally, they perform beautifully, free-running, stable and entirely drama-free through pointwork. A rake of near-pristine blue PXAs behind a triple grey Class 60 instantly evokes early-1990s South Wales metals traffic. Meanwhile, a battered rake of JXAs behind a filthy EWS 66 practically creates its own soundtrack of squealing flanges and industrial profanity.

Perhaps most impressive of all, though, is the choice of prototype itself. This is not some obvious flagship locomotive or celebrity express train. They are highly-specific, deeply-industrial wagon types that most people outside the hobby would dismiss as “just a rusty box”. Yet that specificity is precisely what gives these models their appeal. They represent real freight traffic, real geography and a

FACTFILE

Model (Review items in bold):
PXA01 TP A - Steel Coil Carrier - PD Blue as built

PXA01 TP B - Steel Coil Carrier
 - PD Blue RO Lettering

PXA01 TP C - Steel Coil Carrier
 - PD Blue LL Lettering

PXA01 TP D - Steel Coil Carrier
 - PD Blue Yellow Bogies

PXA01 DP A - Steel Coil Carrier
 - PD Blue John Carter Poole

JXA01 TP A - Scrap Wagons - TIPH Blue as converted

JXA01 TP B - Scrap Wagons
 - TIPH Blue post 1998

JXA S A - Scrap Wagon

- TIPH Blue, as converted

TP = Triple Pack, DP = Double Pack, S = Single

All available weathered by Rails

Construction: Plastic body, alloy chassis, metal wheels

Weight: 100g

Era: 1986 - 2020

Price: £49.95 (single), £99.95 (double), £149.95 (triple pack)

Minimum curves: Radius 2

Accessories: EM/P4 Brake conversions, cosmetic link couplings and buffer beam pipework

WHAT WE LIKE

- ✓ Ease of conversion to EM/P4 (wheelsets available separately)
- ✓ Fantastic tarpaulin effect
- ✓ Excellent running qualities

fascinating period when Britain's rail freight network was reinventing itself amid collapsing heavy industry and looming privatisation.

Whether running pristine, weathering yourself, or taking advantage of Rails' weathering service, in short, Cavalex and Rails of Sheffield haven't simply produced another wagon, they've bottled an era - grime, steel, dust and all.



Super detailed, perfect to weather, or maybe let Rails do the dirty work.

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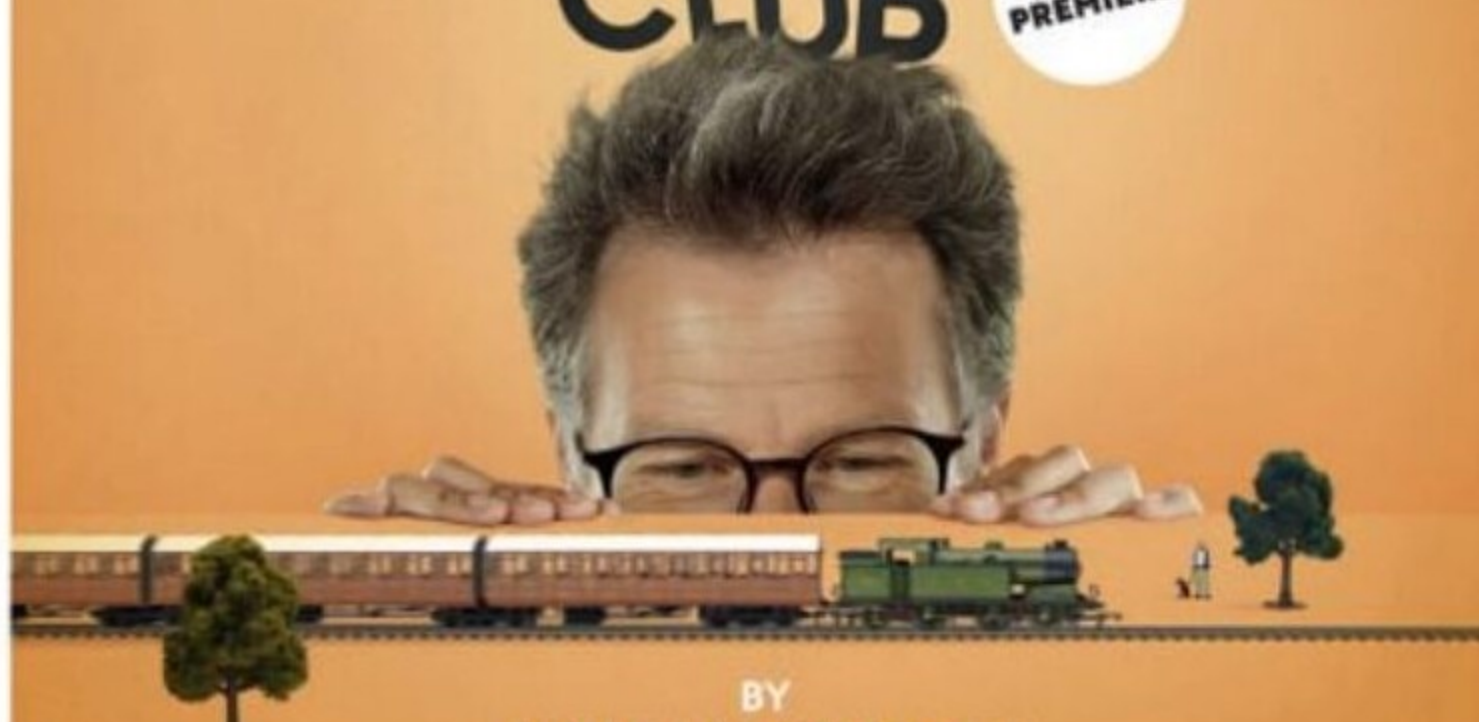
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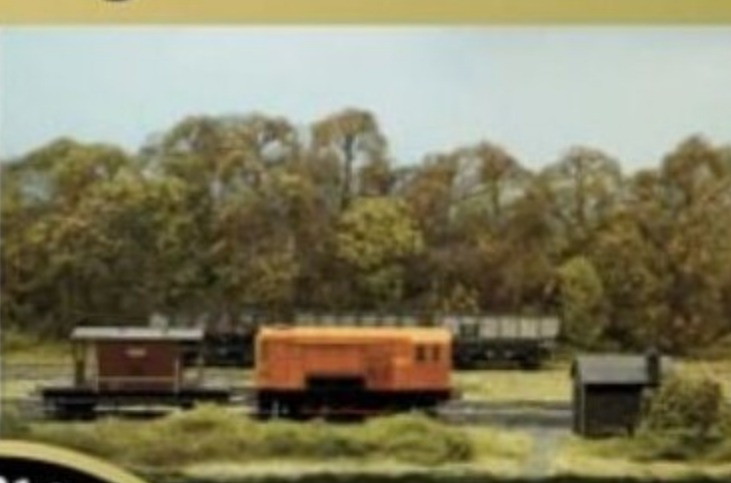
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Buffer Stop

This month in pictures



Debbie and Steven eagerly await the crowds at the Bristol show.



Phil built a garden railway for the National Garden Railway Show and made a mess.



Steven buys his Make a Scene starter kit at the Bristol Exhibition - What will he create?



At the NGRS, Ben Bucki talks a visitor through a new DCC system for large-scale layouts.



Regular contributor, Chris Mead, isn't just a dab hand with the modelling tools; he makes excellent jam, too!



At the Uffington Scarecrow Festival, Debbie found this cracking 5-inch gauge Class 31.

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